RAILROAD FACTS

1984 EDITION

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CLASS I RAILROADS AND RAILROAD SYSTEMS IN THE UNITED STATES

(Year 1984)

Atchison, Topeka and Santa Fe Railway Company
Bessemer and Lake Erie Railroad
Burlington Northern Railroad Company
Chicago and North Western Transportation Company
Chicago, Milwaukee, St. Paul and Pacific Railroad
Consolidated Rail Corporation (Conrail)
CSX Corporation
  Chessie System
    Baltimore and Ohio Railroad
    Chesapeake and Ohio Railway
  Seaboard System Railroad
Denver and Rio Grande Western Railroad
Duluth, Missabe and Iron Range Railway
Elgin, Joliet and Eastern Railway
Florida East Coast Railway
Grand Trunk Corporation
  Grand Trunk Western Railroad
Guilford Industries
  Boston and Maine Corporation
  Delaware and Hudson Railway
Illinois Central Gulf Railroad
Kansas City Southern Railway
Missouri-Kansas-Texas Railroad
National Railroad Passenger Corporation (Amtrak)
Norfolk Southern Corporation
  Norfolk and Western Railway
  Southern Railway System
Pittsburgh and Lake Erie Railroad
Soo Line Railroad
Southern Pacific Transportation Company
  St. Louis Southwestern Railway
  Southern Pacific
Union Pacific System
  Missouri Pacific Railroad
  Union Pacific Railroad
  Western Pacific Railroad

NOTE: In addition to the 29 Individual Class I railroads, shown above, there are 18 Class II line-haul railroads and some 400 Class III line-haul railroads and switching and terminal companies.

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Preface

RAILROAD FACTS presents a summary of historic railroad operations through 1983 for the United States and three geographic regions. The Association of American Railroads has published RAILROAD FACTS (formerly THE YEARBOOK OF RAILROAD FACTS) in every year since 1965.

Except as noted, statistics reported in this publication reflect data of Class I line-haul railroads, excluding Amtrak, and are based on the consist of Class I carriers for each respective year. Prior to 1956, Class I railroads consisted of those carriers with annual operating revenues equal to or over $1,000,000. Since then, the threshold has been raised five times. Effective January 1, 1982, the Interstate Commerce Commission (ICC) adopted a procedure to adjust the threshold for inflation by restating current revenues in constant 1978 dollars. The 1983 basis for Class I railroads was $83.5 million.

As noted in the affected tables, many of the financial statistics for 1983 are not comparable with prior years due to the industry's conversion from the Retirement, Replacement, Betterment Accounting System (RRB) to a standard Depreciation Accounting System. Depreciation Accounting is used by other U.S. industries and was mandated by the ICC for railroad use starting in 1983. Under Depreciation Accounting, the cost of the consumption of assets is systematically allocated over their useful life. Because Depreciation Accounting utilizes the *original cost* basis of an asset, the total depreciation expense accumulated over the asset's useful life falls short of covering the *replacement cost* of that asset during inflationary periods. On the other hand, RRB Accounting permitted immediate expensing of asset replacement. Thus expenses were at a higher replacement cost level. As a result of the switch to depreciation accounting, the railroads' annual expenses will decrease and the profits will increase—but only on paper. The actual cash flow of the railroads will not be altered by the change in accounting procedures.

Excluding Amtrak, there were 31 reporting Class I railroads in 1983. As a result of subsequent reporting consolidations, the number of freight railroads has declined to 28 in 1984. Those 28 operating companies account for more than 95 percent of the industry's freight. A list of Class I railroads, showing the systems to which they belong, is provided on the inside of the front cover.

Except where otherwise noted, data presented herein are taken from reports of individual Class I railroads to the Interstate Commerce Commission.

Review and Outlook

During 1983, the railroad industry emerged from one of the deepest recessions since the Great Depression. And, while 1983 was not a banner year in any respect, its closing days found the industry more profitable and more optimistic about the future.

In addition, 1983—although well below the pre-recession levels of 1981 by most measures—was marked by a few notable highlights:

- Piggyback traffic reached record levels for the second consecutive year;
- The railroad share of agricultural product movements increased for the first time in many years;
- Loss and damage claims dropped substantially, continuing steady progress.

Furthermore, many of these trends have continued well into 1984 as rail freight traffic gains have generally followed the expanding economy. At mid-year, for example, freight ton-miles were 16.5 percent ahead of 1983, while piggyback traffic continued to grow, forging more than 17 percent ahead of the first half of the 1983 record year.

Traffic

Railroad freight traffic in 1983 totaled 828.3 billion ton-miles, up 3.8 percent over 1982. The increase came almost totally in the second half of the year, when railroad performance reflected, and in some cases surpassed, growth in the economy. Traffic levels in 1983 exceeded those of 1982 over 28 consecutive weeks starting in mid-June.

Ton-mile figures trailed 1982 by 5.5 percent in the first quarter of 1983 and by 2.0 percent in the second quarter. However, ton-miles in the third quarter increased by 10.4 percent over the previous year, and fourth quarter ton-miles were up 12.5 percent over the comparable period of 1982. For the year, ton-miles were up 2.7 percent in the South and 6.2 percent in the West, but were down 1.6 percent in the East.

Carloadings in 1983 totaled 18,800,172, up 1.6 percent from 1982. The greater increase in ton-miles than in carloadings stemmed, in part, from a continuation of the long-term trend toward longer average hauls.

Of the 21 major commodity groups, 12 showed increases in 1983 over 1982. Even where decreases were reported, the year-to-year declines were quite a bit less due to higher levels in the second half of 1983.

Motor vehicles and equipment loadings topped the list of commodity increases with a gain of 21.6 percent over 1982. Lumber and wood products showed a 19.4 percent gain and grain was up 9.0 percent. Coal loadings were down 7.4 percent for the year.

Piggyback carloadings were up 21.8 percent over 1982, setting a

record for the second straight year. With a total of 2,338,527, piggyback carloadings represented 12.4 percent of total carloadings. The number of trailers or containers loaded was 4,078,454, up 20.1 percent over 1982 and also a new high.

Financial

As explained in the Preface, the railroad industry in 1983 began reporting its financial results on a different method of accounting, making comparisons with prior years less clear cut. However, a change in accounting procedures does not disguise the fact that the industry's financial picture had brightened significantly as the result of a late-year traffic surge.

Net revenue from operations—computed by subtracting operating expenses from operating revenues—totaled $2.623 billion for 1983 versus $1.013 billion in 1982.

Operating revenues for the year 1983 came to $26.7 billion, down 2.8 percent from the $27.5 billion reported in 1982. However, a drop in operating expenses—from $26.5 billion in 1982 to $24.1 billion in 1983—more than offset the decline in revenues.

Net railway operating income in 1983 was $1.8 billion, compared to $742 million in the previous year.

The industry's rate of return on net investment for the year 1983 was 3.89 percent, up from the 2.11 recorded in 1982.

Total capital outlays fell from $1.975 billion in 1982 to $1.807 billion in 1983, a decline of 8.5 percent. However, outlays for roadway and structures, expressed in current dollars, reached a high of

$1.356 billion, a gain of 7.4 percent over the previous year.

The largest part of the drop in capital spending was in equipment outlays, which fell nearly 37 percent, from $713 million in 1982, to $451 million in 1983—a decrease attributed to heavy equipment surpluses.

For example, orders for new and rebuilt freight cars in 1983 totaled 6,064, compared with 7,671 in 1982 and 19,887 in 1981.

The number of new and rebuilt locomotives placed in service in 1983 totaled 343, compared with 501 in 1982 and 686 in 1981.

New rail laid in 1983 totaled 538,597 tons, bringing the total for the last five years to 3.8 million tons. In addition, 22.1 million crossties were installed in 1983. More than 122 million ties have been laid in the past five years, the equivalent of more than 42,000 miles of track.

Employment

Total employment in the railroad industry fell in 1983 for the fourth straight year, dropping 14.0 percent from 1982 to 341,507.

In the past 10 years, railroad employment has decreased by 35 percent—from 524,422—while earnings per employee have risen by 136 percent, resulting in an increase in annual payrolls of 46 percent.

Of the total 1983 wage dollar, 35 cents went to train and engine service employees; maintenance workers got 34 cents; office and general personnel received 19 cents; off-train transportation employees got 6 cents; and salaries of executives, officials and staff assistants amounted to 6 cents.

Annual earnings per employee continued to rise, moving to $32,125, an average of $13.29 per hour. Average annual earnings were up 10.4 percent per employee over 1982 and average hourly earnings were up 8.4 percent. As shown below, railroad retirement tax rates continued to increase:

RAILROAD RETIREMENT TAX RATES

(Including Health Insurance)

Effective Date	Tier 1 Employee and Employer	Tier 2		Earnings Base	
		Employee	Employer	Tier 1	Tier 2
1-1-81	6.65%	—	9.50%	$2,475	$1,850
10-1-81	6.65	2.00%	11.75	2,475	1,850
1-1-82	6.70	2.00	11.75	2,700	2,025
1-1-83	6.70	2.00	11.75	2,975	2,225
1-1-84	7.00	2.75	12.75	3,150	2,350

Employees received a 0.3 percent credit in Tier 1 in 1984.

Also, effective January 1, 1984, the railroads began paying a supplemental annuity tax of 20.0 cents per service hour (up from 18.5 cents in 1983) and an unemployment insurance tax of 8.0

percent on a maximum of $600 per month per employee. (The previous rate was 8.0 percent on a $400 maximum.)

Legislative

The major activity on the legislative scene for the railroads in 1983 concerned coal slurry pipelines. In late September, the House of Representatives voted 235–182 against the Coal Pipeline Act of 1983 (H.R. 3857). The legislation would have granted federal eminent domain privileges to promoters of coal slurry pipelines. Similar legislation had been introduced—and defeated—in several earlier Congresses.

On August 1, 1984, Energy Transportation Systems, Inc. (ETSI) announced it was cancelling plans for an 1,800-mile coal slurry pipeline that would have supplied coal to utilities in South Texas. ETSI had estimated in 1981 that the pipeline would cost $2 billion, but construction costs were conservatively estimated at $3.6 billion just before the August 1 announcement.

Another major matter on the legislative slate in 1983 was additional funding for the Railroad Retirement System, which was facing stiff financial problems.

The Railroad Retirement Fund Bill (H.R. 1646) was passed by the House in early August 1983 by a 398–5 vote and later by the Senate, 98–2.

Under the legislation, payroll deductions for working railroaders are now larger, and railroad companies' contributions to the fund have increased even more, as explained in the "Employment" section just above. Certain reductions in retiree benefits were also mandated.

Operations

As shown by the following table, the railroads continued to show some progress in the area of productivity in 1983:

Revenue Ton-Miles Per:	1983	1982	Percent Gain
1. Carload	44,057.0	43,005.0	2.4%
2. Freight Car-Mile	34.0	33.3	2.1
3. Gallon of Fuel Consumed	266.0	255.0	4.3

In other productivity areas, 56.5 percent of total freight car-miles on Class I railroads in 1983 were made by loaded cars—up slightly from 56.2 percent in 1982. The average freight train in 1983 consisted of 70.4 cars, up 1.4 percent from 1982. Average tonnage per train increased by 3.7 percent.

The average weight of a carload of freight in 1983 was 68.0 tons, down slightly from the record of 68.3 tons set the previous year.

A record was set, however, with the average freight train carrying 2,432 tons of freight, topping the record set the previous year of 2,345 tons.

As cited above, revenue ton-miles per gallon of fuel consumed, a key measure of energy efficiency, also continued its upward trend,

rising 4.3 percent in 1983. The railroads have improved 27 percent in this area over the last decade.

Loss and damage payouts in 1983 were more than 30 percent below 1982 with new claims filed in 1983 falling nearly 40 percent. The ratio of loss and damage to each $100 of freight revenue for U.S. railroads was 53 cents, down from 77 cents in 1982.

Outlook

With the expectation that railroad traffic will continue to generally mirror economic trends, the outlook for the industry during the remainder of 1984 is one of continued, but somewhat slower, growth.

On the plus side, the U.S. Department of Commerce has reported that U.S. companies plan to spend 14.3 percent more for new plant and equipment in 1984 than in the previous year; and, with the threat of a nationwide strike in the coal mining industry eliminated, railroad traffic for 1984 is expected to exceed 1983 and 1982 levels. Ton-miles are expected to top 900 billion for the first time since 1981. While, as previously stated, rail traffic and profits tend to reflect national trends, the rate of future rail growth will depend in large part on the ultimate settlement reached in this year's rail labor negotiations. Because rail labor costs represent a much higher percentage of total costs than motor carrier labor costs, the terms of the rail settlement will have a significant impact on modal competitiveness toward the end of this decade.

In the first six months of 1984, rail traffic continued to show the

growth seen in the second half of 1983, running, as noted, 16.5 percent ahead of the corresponding six months in that year. A big factor in the increased six-month 1984 traffic picture was a 17.8 percent rise in coal loadings—a jump attributed in large part to stockpiling by utilities in anticipation of a possible coal miners' strike in the fall. At mid-year, coal loadings were running slightly ahead of the 1981 record-year pace.

Other major commodities showing significant increases at midyear 1984 were motor vehicles and equipment, up 23.3 percent; grain, 13.1 percent; and chemicals and allied products, 10.1 percent.

The expected strong performance in 1984 has already been demonstrated by the first six-months financial results. Ordinary income jumped from $657 million in the first six-months of 1983 to $1.402 billion during the same six-months in 1984, representing a 113 percent increase. Aiso, the return on net investment for the latest 12 months ending with the second quarter 1984 increased to 5.5 percent. The improved financial performance cut across the three geographic regions (east, south and west) and is expected to be reflected in year-end figures.

Data presented in this publication were compiled by the Economics and Finance Department of the AAR

STATISTICAL HIGHLIGHTS

Class I Line-Haul Railroads

	1983	1982	Percent increase
PLANT AND EQUIPMENT:			
Net Investment	$43,483,411,000	$35,260,692,000	—
Locomotives*	25,838	27,073	– 4.6
Freight Cars* *	1,542,278	1,587,537	– 2.9
Capital expenditures	$1,806,936,000	$1,975,147,000	– 8.5
Locomotives added*	343	501	– 31.5
Freight cars added* *	5,872	18,736	– 68.7
TRAFFIC:			
Revenue carloadings	18,800,172	18,498,165	1.6
Revenue ton-miles .	828,275,000,000	797,759,000,000	3.8
Revenue per ton-mile	3.119¢	3.212¢	– 2.9
Miles hauled per ton	613	604	1.5
FINANCIAL RESULTS: ***			
Operating revenues	$26,729,392,000	$27,503,503,000	– 2.8
Operating expenses	24,106,254,000	26,490,278,000	—
Taxes: Current	2,118,768,000	2,228,931,000	—
Net railway operating income	1,837,854,000	742,231,000	—
Rate of return	3.89%	2.11%	—
Net Income (ordinary)	$1,777,916,000	$1,151,548,000	—
Cash dividends	1,084,508,000	1,038,414,000	—
Net working capital	1,325,400,000	1,371,700,000	—
EMPLOYMENT AND WAGES:			
Average number of employees*	341,507	397,007	– 14.0
Total wage compensation ...	$10,345,294,000	$11,021,403,000	– 6.1
Average hourly wages	$13.29	$12.26	8.4
Average yearly wages	32,125	29,087	10.4
OPERATIONS:			
Cars per freight train	70.4	69.4	1.4
Tons per carload ..	68.0	68.3	– 0.4
Net ton-miles per train-hour	41,407	42,640	– 2.9
Revenue ton-miles per car loaded ..	44,057	43,005	2.4
Tons per freight train load	2,432	2,345	3.7

d—Decrease

* Includes Amtrak.

** All railroads and private car companies.

*** Some of the financial data for 1983 are not comparable to the preceding years due to conversion to a Depreciation Accounting System.

CONDENSED INCOME ACCOUNT

Class I Line-Haul Railroads
(Dollar amounts in millions)

	1973	1982	1983[1]
Total Operating Revenues	$14,771	$27,504	$26,729
Freight	13,856	25,627	25,835
Passenger	259	573	107
All Other Revenues	655	1,303	787
Total Operating Expenses	13,845	26,490	24,106
Net Operating Revenue	925	1,013	2,623
Other Income	466	1,667	1,266
Miscellaneous Deductions	108	215	281
Interest Charges and Amortization of Discount	594	1,086	1,005
Income Taxes on Ordinary Income[2]	130	(58)	(44)
Provision for Deferred Taxes	199	399	895
Unusual or Infrequent Items	—	(114)	(25)
Income Before Extraordinary Items	359	1,152	1,778
Net Railway Operating Income[3]	649	742	1,838
Rate of Return	2.33%	2.11%	3.89%

1 Data for 1983 are not comparable with prior years due to the conversion to a Depreciation Accounting System.

2 State Income Taxes (not available separately) are included in Operating Expenses in 1973 and in Income Taxes on Ordinary income in 1982-83.

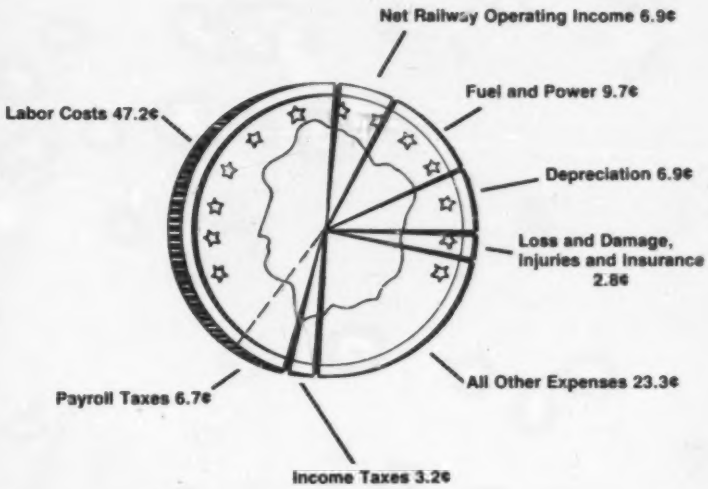
3 NROI = Net Operating Revenues, minus Income Taxes on Ordinary Income, minus Provision for Deferred Taxes, minus Income from Lease of Road and Equipment, plus Rent for Leased Road and Equipment.

DISTRIBUTION OF OPERATING REVENUES

(Dollar amounts in millions)

	1983
Total operating revenues	$26,729
Wages charged to expenses[1]	9,828
Health and welfare and pensions	988
Payroll taxes[1]	1,795
Total labor costs	12,611
Income taxes on ordinary income[2]	(44)
Provision for deferred taxes	895
Fuel and power-locomotives	2,595
Loss and damage, injuries and insurance	754
Depreciation	1,834
All other expenses[3]	6,246
Total expenses and taxes	24,891
Net railway operating income	1,838

THE REVENUE DOLLAR—1983



1. Does not include wages charged to investment accounts. Total wages, health and welfare benefits, pensions and payroll taxes applicable to 1983 amounted to 49.1 cents of each revenue dollar.
2. Includes state income taxes.
3. Includes other materials and supplies and miscellaneous, equipment and joint facility rents, current taxes (other than payroll taxes and income taxes) and retirement charges and rent for/income from leased roads and equipment.

OPERATING REVENUES

Railroad operating revenues amounted to $26.7 billion in 1983, 2.8 percent below 1982.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$6,279,521	$3,119,554	$ 767,325	$2,392,642
1939	3,995,004	1,968,177	512,031	1,514,796
1944	9,436,790	4,083,142	1,332,947	4,020,701
1947	8,684,918	3,956,029	1,181,901	3,546,988
1951	10,390,611	4,628,367	1,455,358	4,306,885
1955	10,106,330	4,398,352	1,417,645	4,290,333
1969	11,450,325	4,336,467	1,880,771	5,203,087
1970	11,991,658	4,541,396	2,002,676	5,447,585
1971	12,689,017	4,650,272	2,157,256	5,881,488
1972	13,409,815	4,783,210	2,301,406	6,325,199
1973	14,770,082	5,185,766	2,513,125	7,071,191
1974	16,922,841	5,982,178	2,880,417	8,060,246
1975	16,401,860	5,805,094	2,730,737	7,866,029
1976	18,536,482	6,407,629	3,149,469	8,979,384
1977	20,090,482	6,656,068	3,516,337	9,918,077
1978	21,721,332	6,852,314	3,768,548	11,100,470
1979	25,219,115	8,170,282	4,355,723	12,693,110
1980	28,102,946	8,505,792	4,928,309	14,668,845
1981	30,898,610	9,262,401	5,616,867	16,019,342
1982	27,503,503	8,370,656	4,987,089	14,145,758
**1983	**26,729,392**	**7,163,745**	**5,053,652**	**14,511,995**

FREIGHT REVENUE

Freight revenue of the Class I railroads totaled $25.8 billion in 1983, 0.8 percent above 1982.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$4,825,622	$2,348,321	$ 600,109	$1,877,192
1939	3,251,096	1,574,359	425,824	1,250,913
1944	6,998,615	3,034,705	957,161	3,006,748
1947	7,041,185	3,149,664	965,138	2,926,383
1951	8,634,101	3,758,896	1,224,544	3,650,661
1955	8,538,286	3,616,086	1,212,785	3,709,415
1969	10,346,258	3,772,552	1,747,951	4,825,754
1970	10,921,813	3,953,977	1,880,425	5,087,411
1971	11,786,064	4,130,826	2,064,289	5,590,949
1972	12,570,326	4,290,009	2,221,505	6,058,812
1973	13,770,734	4,609,193	2,408,721	6,752,820
1974	15,766,710	5,306,205	2,758,811	7,701,694
1975	15,389,809	5,169,425	2,635,094	7,585,290
1976	17,400,241	5,690,566	3,040,297	8,669,378
1977	18,892,437	5,916,302	3,394,700	9,581,435
1978	20,236,065	5,911,157	3,620,379	10,704,529
1979	23,447,418	7,016,717	4,182,294	12,248,407
1980	26,200,348	7,296,787	4,740,166	14,163,395
1981	28,925,436	7,984,939	5,429,631	15,510,866
1982	25,627,354	7,133,893	4,810,066	13,683,395
1983 25,835,519	**6,853,782**	**4,890,146**	**14,091,591**	

OPERATING EXPENSES

Operating expenses, which totaled $24.1 billion in 1983, are not comparable with data for prior years because of the industry's conversion to a standard Depreciation Accounting System which, on paper only, has the effect of decreasing annual costs. (See discussion in Preface).

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 5,109,118	$2,537,893	$ 640,622	$1,930,604
1939	3,511,310	1,699,409	447,383	1,364,519
1944	7,179,655	3,328,005	946,934	2,904,715
1947	7,725,423	3,636,516	1,053,793	3,035,115
1951	8,991,365	4,108,769	1,209,358	3,673,238
1955	8,621,255	3,834,247	1,154,786	3,632,224
1969	10,747,308	4,298,199	1,663,960	4,785,148
1970	11,477,549	4,669,632	1,776,898	5,031,017
1971	11,947,362	4,718,152	1,908,543	5,320,665
1972	12,528,414	4,765,888	2,024,531	5,737,997
1973	13,844,765	5,137,677	2,230,377	6,476,711
1974	15,782,658	5,833,096	2,562,599	7,386,963
1975	15,935,542	6,019,374	2,498,477	7,417,691
1976	17,881,047	6,652,311	2,853,413	8,375,323
1977	19,533,970	7,081,174	3,196,326	9,256,469
1978	21,043,143	7,309,380	3,435,532	10,298,231
1979	23,994,154	8,148,059	3,988,734	11,857,361
1980	26,249,920	8,282,030	4,478,788	13,489,102
1981	28,586,890	8,686,416	5,054,335	14,846,139
1982	26,490,278	8,192,390	4,769,870	13,528,018
1983	**24,106,254**	**6,537,366**	**4,480,277**	**13,088,611**

PRINCIPAL CATEGORIES OF EXPENSES

Expenditures to maintain way, structures and equipment and transportation expenses accounted for 89 percent of total operating outlays in 1983.

Data for the years 1978–1982 are not comparable to figures shown for the prior years due to extensive changes in expense accounts under the revised Uniform System of Accounts which became effective January 1, 1978, and data for 1983 are not comparable with any of the prior years due to conversion to a Depreciation Accounting System.

(Amounts shown in thousands)

	Maintenance of Way and Structures	Maintenance of Equipment	Transportation
1929	$ 855,355	$1,202,912	$2,079,954
1939	466,831	765,935	1,417,794
1944	1,263,292	1,587,485	2,973,910
1947	1,212,096	1,558,011	3,476,433
1951	1,478,766	1,945,022	3,974,458
1955	1,387,494	1,787,739	3,769,856
1969	1,502,958	2,002,316	4,595,574
1970	1,612,585	2,165,254	4,873,299
1971	1,813,141	2,350,875	4,889,793
1972	1,920,395	2,397,596	5,207,652
1973	2,035,613	2,531,380	5,897,609
1974	2,351,973	2,809,237	6,766,355
1975	2,408,980	2,856,203	6,735,741
1976	3,047,236	3,213,892	7,337,593
1977	3,460,153	3,613,494	7,883,291
1978	4,055,105	5,421,182	9,617,066
1979	4,581,742	6,018,672	11,342,272
1980	4,923,403	6,387,976	12,646,893
1981	5,535,815	6,866,503	13,030,547
1982	5,208,584	6,413,196	12,366,145
1983	**4,107,246**	**6,070,391**	**11,377,290**

TAXES

Tax accruals for 1983, which totaled $3.0 billion, are not strictly comparable with prior years due to conversion to a Depreciation Accounting System.

(Amounts shown in thousands)

	Total Taxes	Payroll Taxes	Federal Income Taxes	Deferred Taxes	Other Taxes (Current)
1929 ..	$ 396,683	—	$ 89,444	—	$307,239
1939 ..	355,678	$105,549	32,836	—	217,293
1944 ..	1,846,043	238,950	1,304,377	—	302,716
1947 ..	936,394	353,430	297,647	—	285,317
1951 ..	1,203,277	286,129	567,060	—	350,088
1955 ..	1,080,413	283,843	414,299	—	382,271
1969 ..	1,029,067	532,930	106,191	—	389,945
1970 ..	1,068,518	575,911	88,350	—	404,257
1971 ..	1,190,046	578,118	107,681	$100,368	403,879
1972 ..	1,316,766	622,283	113,325	173,858	407,300
1973 ..	1,547,109	804,857	130,326	199,433	412,493
1974 ..	1,990,473	1,118,223	217,123	210,683	444,444
1975 ..	1,706,411	1,088,501	58,122	114,525	445,262
1976 ..	1,927,405	1,262,535	162,956	70,298	431,616
1977 ..	2,063,572	1,399,084	60,161	175,814	428,513
1978 ..	2,142,572	1,457,699	148,789	93,048	443,036
1979 ..	2,411,829	1,625,360	144,481	211,336	430,652
1980 ..	2,577,625	1,648,870	223,544	279,134	426,077
1981 ..	3,330,084	1,888,792	(4,505)	936,578	509,219
1982 ..	2,628,119	1,952,698	(49,567)	399,188	325,800
1983 ..	**3,013,581**	**1,794,578**	**(51,832)**	**894,813**	**376,022**

NET RAILWAY OPERATING INCOME

Net railway operating income (NROI) for 1983, which totaled $1.8 billion, is not comparable with prior years due to conversion to a Depreciation Accounting System.

Net railway operating income is the remainder of operating revenues after deducting operating expenses, current and deferred taxes, and rents for equipment and joint facilities, but before recording nonoperating income and deducting fixed charges. "NROI" is the figure used to determine rate of return on investment.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$1,251,698	$634,642	$132,635	$484,422
1939	588,829	331,121	79,593	178,116
1944	1,106,327	455,399	163,169	487,759
1947	780,694	304,426	102,699	373,570
1951	942,542	382,280	157,137	403,125
1955	1,127,997	481,454	197,103	449,440
1969	654,670	118,700	185,102	350,868
1970	485,853	(101,603)	207,750	379,707
1971	595,171	(56,245)	209,138	442,278
1972	653,827	11,677	223,937	418,214
1973	649,828	7,491	227,746	414,591
1974	768,106	47,133	245,454	475,519
1975	350,682	(225,253)	216,505	359,429
1976	451,832	(305,953)	257,532	500,253
1977	343,093	(495,917)	301,709	537,301
1978	427,451	(503,077)	302,184	628,344
1979	837,232	(169,741)	329,294	677,679
1980	1,312,400	6,749	391,142	914,509
1981	1,360,611	250,983	371,983	737,645
1982	742,231	32,461	230,083	479,687
1983	**1,837,854**	**479,882**	**390,165**	**967,807**

(Parentheses indicate deficit.)

RATE OF RETURN ON NET INVESTMENT

The rate of return on net investment (ROI) was 3.9 percent in 1983. ROI represents the relationship of net railway operating income (see page 17) to net investment in transportation property.

Because the 1983 return was computed on the basis of the new Depreciation Accounting System, it is not comparable to the previous years shown below. The 1983 figure also reflects the effects of the elimination of investment tax credits from net railway operating income. This adjustment was not made in prior years shown below.

The net investment bases used in the calculations since 1978 have been adjusted in conformity with the other methods prescribed by the ICC. (See Page 54).

	United States	Eastern District	Southern District	Western District
1929	5.30%	6.03%	4.27%	4.85%
1939	2.56	3.14	2.77	1.85
1944	4.70	4.37	5.45	4.82
1947	3.44	3.02	3.52	3.84
1951	3.76	3.47	4.74	3.76
1955	4.22	4.19	5.45	3.86
1969	2.36	1.10	4.17	2.81
1970	1.73	def.	4.50	3.02
1971	2.12	def.	4.36	3.51
1972	2.34	0.11	4.61	3.34
1973	2.33	0.07	4.61	3.30
1974	2.70	0.46	4.73	3.66
1975	1.20	def.	3.98	2.65
1976	1.60	def.	4.63	3.57
1977	1.24	def.	5.23	3.71
1978	1.52	def.	5.17	4.22
1979	2.87	def.	5.38	4.38
1980	4.13	0.08	6.02	5.46
1981	3.98	2.65	5.24	4.18
1982	2.11	0.34	3.14	2.65
1983	**3.89**	**3.95**	**3.86**	**3.85**

def.—Deficit.

RETAINED FUNDS AND CAPITAL EXPENDITURES

In 1983, retained funds exceeded capital expenditures for only the second time in the past 21 years. This was due primarily to a combination of three factors: conversion to a Depreciation Accounting System; an increase in deferred taxes and a decline in capital outlays resulting from equipment surpluses. Because of the accounting change, 1983 data are not comparable with prior years.

Also, capital expenditures shown below for 1983 do not agree with the table shown on page 55 which presents capital outlays on the basis of the previous accounting system.

(Millions of dollars)

Year	Retained Funds	Capital Expenditures	Excess of Retained Funds Over Capital Expenditures
1956	$1,014.4	$1,227.9	d 213.5
1957	907.3	1,394.7	d 487.4
1958	847.3	738.0	109.3
1959	800.4	818.0	d 17.6
1960	693.9	919.2	d 225.2
1961	677.2	646.4	30.7
1962	863.4	832.9	30.5
1963	949.7	1,043.8	d 94.1
1964	926.8	1,417.3	d 490.5
1965	1,057.9	1,630.7	d 572.8
1966	1,149.2	1,952.8	d 803.6
1967	816.7	1,522.5	d 705.8
1968	828.7	1,187.0	d 358.3
1969	815.6	1,509.4	d 693.8
1970	618.0	1,351.4	d 733.4
1971	784.1	1,177.6	d 393.5
1972	923.1	1,215.6	d 292.5
1973	964.1	1,342.1	d 378.0
1974	1,090.8	1,565.4	d 474.6
1975	621.7	1,789.7	d 1,168.0
1976	682.6	1,724.7	d 1,042.1
1977	762.8	2,290.4	d 1,527.6
1978	727.1	2,738.2	d 2,011.1
1979	1,390.6	3,324.2	d 1,933.6
1980	1,839.3	3,621.3	d 1,782.0
1981	3,168.7	2,854.6	314.1
1982	1,835.0	1,975.1	d 140.1
**1983 ..... **	**3,493.1**	**2,760.9**	**732.2**

d—Deficiency.

Note: Retained funds represent income before extraordinary charges, plus deferred taxes and depreciation and retirement charges, less cash dividends and equity in undistributed earnings of affiliated companies.

NET INCOME (ORDINARY)

Ordinary income (after income from outside sources and payment of fixed rentals, interest and other charges) amounted to $1.8 billion in 1983, when expressed in current dollars. Due to conversion to a Depreciation Accounting System, this figure is not comparable with prior years.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$896,807	$486,978	$ 73,059	$336,769
1939	93,182	110,405	11,668	(28,892)
1944	667,188	266,208	97,251	303,729
1947	478,875	161,178	55,192	262,505
1951	693,176	234,970	110,703	347,503
1955	927,122	349,288	153,805	424,029
1969	514,238	21,329	139,366	353,543
1970	226,583	(276,291)	159,508	343,366
1971	246,729	(273,613)	151,684	368,658
1972	318,637	(191,953)	173,398	337,192
1973	359,343	(179,197)	183,162	355,378
1974	730,229	(52,178)	294,758	487,649
1975	144,362	(345,291)	189,278	300,375
1976	354,982	(357,473)	258,921	453,534
1977	325,582	(445,535)	286,348	484,769
1978	306,786	(454,016)	225,599	535,203
1979	938,254	(96,157)	382,599	651,812
1980	1,191,519	8,170	454,627	728,722
1981	2,041,265	458,433	519,812	1,063,020
1982	1,151,548	278,760	390,630	482,158
1983	**1,777,916**	**556,539**	**341,216**	**880,161**

(Parentheses indicate deficit.)

RATE OF RETURN ON SHAREHOLDERS' EQUITY

The rate of return on shareholders' equity (ROE) for Class I railroads in 1983 was 6.7 percent. Due to conversion to a Depreciation Accounting System, this figure is not comparable with prior years.

ROE represents the relationship of ordinary income (after income from outside sources and payment of fixed charges) to shareholders' equity (the sum of capital stock, capital surplus and retained income).

(Dollar amounts in thousands)

Year	Ordinary Income	Shareholders' Equity	Rate of Return on Equity
1961	$382,444	$17,283,908	2.21%
1962	571,017	17,559,195	3.25
1963	651,637	17,840,552	3.65
1964	698,184	17,622,350	3.96
1965	814,629	17,746,696	4.59
1966	903,783	18,194,059	4.97
1967	553,789	17,973,434	3.08
1968	569,402	17,983,820	3.17
1969	514,238	17,768,768	2.89
1970	226,583	17,323,342	1.31
1971	246,729	16,567,592	1.49
1972	318,637	16,110,270	1.98
1973	359,343	16,338,464	2.20
1974	730,229	14,944,893	4.89
1975	144,362	14,942,042	0.97
1976	354,982	15,229,971	2.33
1977	325,582	15,727,013	2.07
1978	306,786	16,174,516	1.90
1979	938,254	17,796,132	5.27
1980	1,191,519	19,859,952	6.00
1981	2,041,265	20,320,268	10.05
1982	1,151,548	21,348,845	5.40
1983	**1,777,916**	**26,461,264**	**6.72**

NET WORKING CAPITAL

Net working capital, as shown below, is calculated by deducting current liabilities, including debt due within one year, from current assets, which include the material and supplies account.

The amounts shown for 1983 are not comparable with prior years due to conversion to a Depreciation Accounting System.

(Amounts shown in millions)

Dec. 31	United States	Eastern District	Southern District	Western District
1958	$995.3	$236.6	$166.1	$592.6
1959	882.9	198.4	171.9	512.8
1960	677.9	153.3	145.1	379.4
1961	611.8	64.3	119.1	428.4
1962	694.5	39.1	107.9	527.5
1969	(184.8)	(313.9)	64.3	64.7
1970	(58.6)	(77.9)	22.3	114.2
1971	(61.8)	(123.8)	11.6	50.3
1972	(60.7)	(159.7)	12.9	86.1
1973	157.9	(29.5)	84.6	102.9
1974	219.5	105.3	39.1	75.0
1975	67.9	13.4	17.7	36.8
1976	342.6	138.7	111.8	92.2
1977	570.9	200.8	105.4	264.8
1978	602.7	211.4	146.9	244.4
1979	555.0	385.2	182.7	(12.9)
1980	897.4	552.8	257.8	86.8
1981	1,691.6	807.4	437.7	446.4
1982	1,371.7	636.9	363.5	371.2
1983	**1,325.4**	**866.5**	**308.8**	**150.1**

(Parentheses indicate deficit.)

EQUIPMENT OBLIGATIONS

Equipment debt, which had increased in every year since 1962, declined in the past three years because the demand for additional equipment dropped sharply. Interest rates on new issues declined in 1983, but were still 47 percent higher than those of ten years earlier.

(Dollar amounts shown in millions)

Year	Issued During Year	Out-standing at End of Year	Average Interest Rate Issued During Year	Average Interest Rate Out-stand-ing
1951	$ 707.3	$2,284.7	2.73%	2.39%
1955	279.8	2,532.2	3.08	2.82
1956	445.6	2,631.2	3.57	2.92
1957	631.0	2,912.3	4.33	3.28
1958	285.1	2,820.7	4.01	3.39
1959	299.8	2,756.7	4.61	3.55
1960	298.2	2,694.1	4.63	3.70
1961	225.9	2,556.6	4.44	3.80
1962	339.9	2,522.6	4.45	3.93
1963	456.0	2,575.2	4.29	4.03
1964	696.9	2,814.1	4.40	4.19
1965	803.5	3,181.6	4.52	4.30
1966	1,090.9	3,869.8	5.32	4.63
1967	757.0	4,153.7	5.83	4.87
1968	541.0	4,202.5	6.61	5.15
1969	633.1	4,315.9	7.90	5.64
1970	676.4	4,444.0	8.76	6.09
1971	675.0	4,544.5	7.31	6.30
1972	618.7	4,587.0	7.04	6.72
1973	557.1	4,595.6	7.66	6.97
1974	684.5	4,724.7	9.22	7.37
1975	1,035.5	5,178.7	8.86	7.60
1976	819.3	5,363.3	8.50	7.70
1977	956.6	5,674.3	8.05	7.75
1978	841.8	5,732.1	8.90	7.90
1979	850.6	6,115.7	9.85	8.15
1980	1,043.4	6,693.8	12.20	—
1981	704.8	6,142.7	14.80	—
1982	251.5	5,740.8	14.20	—
1983	**236.5**	**5,130.8**	**11.25**	—

Note: Beginning with 1975, interest rates are partially estimated by the AAR. New issues for the past three years are from a special report of Salomon Brothers, Inc.

REVENUE CARLOADINGS—MAJOR RAILROADS

Freight carloadings in 1983 increased 1.6 percent over the previous year. Loadings were up by 10.7 percent over 1982 during the second half of the year after trailing by 6.4 percent at mid-year.

On a regional basis, carloadings in 1983 were up 1.0 percent in the South and 3.8 percent in the West, but down 1.0 percent in the East.

	United States	Eastern District	Southern District	Western District
1929	52,827,925	25,929,298	7,503,435	19,395,192
1939	33,911,498	16,204,899	5,024,615	12,681,984
1944	43,408,295	20,558,120	6,323,929	16,526,246
1947	44,502,188	20,988,665	6,908,347	16,605,176
1951	40,499,182	18,508,362	6,641,193	15,349,627
1955	37,636,031	16,508,729	6,325,146	14,802,156
1969	28,237,407	10,674,997	6,177,982	11,384,428
1970	27,160,247	10,071,261	6,075,180	11,013,806
1971	25,265,569	9,037,170	5,977,508	10,250,891
1972	26,104,642	8,999,069	6,310,873	10,794,700
1973	27,338,474	9,322,603	6,397,021	11,618,850
1974	26,183,713	8,867,805	6,270,530	11,045,378
1975	23,217,158	7,677,983	5,593,481	9,945,694
1976	23,456,643	7,668,197	5,808,346	9,980,100
1977	23,173,417	7,458,248	5,932,118	9,783,051
1978	23,355,477	7,189,565	5,900,464	10,265,448
1979	23,891,735	7,397,141	6,033,216	10,461,378
1980	22,597,816	6,701,952	5,878,728	10,017,136
1981	21,612,363	6,434,613	5,626,909	9,550,841
1982	18,498,165	5,411,102	4,910,302	8,176,761
1983 ...	**18,800,172**	**5,355,203**	**4,957,618**	**8,487,351**

Source: Transportation Division, AAR.

REVENUE CARLOADINGS BY CLASSES—MAJOR RAILROADS

In 1983, revenue carloadings of 12 of the 21 major commodity groups posted increases over recessionary year 1982. With virtually all of the gains due to a sharp increase in railroad freight traffic in the second half of the year, 1983 loadings of motor vehicles and equipment (+21.6 percent) and lumber and wood products (+19.4 percent) led the way. Other increases in 1983 ranged from 4.0 percent for waste and scrap materials to 16.1 percent for nonmetallic minerals. Grain loadings for the year increased by 9.0 percent, but coal traffic showed a 7.4 percent decline. Piggyback loadings, which are included below, are also shown separately on the following page.

(Carloadings shown in thousands)

	1983	1982	Increase Cars	Increase Percent
Grain	1,380	1,265	115	9.0
Other farm products	205	218	(13)	(5.9)
Metallic ores	824	815	9	1.1
Coal	5,210	5,629	(418)	(7.4)
Crushed stone, gravel and sand	503	475	28	5.9
Nonmetallic minerals	585	504	81	16.1
Grain mill products	593	619	(26)	(4.2)
Food and kindred products	606	681	(75)	(11.0)
Primary forest products	738	766	(28)	(3.6)
Lumber and wood products except furniture	368	308	60	19.4
Pulp, paper and allied products	778	829	(51)	(6.2)
Chemicals and allied products	1,199	1,117	81	7.3
Petroleum products	239	244	(5)	(1.9)
Stone, clay and glass products	534	509	25	4.9
Coke	261	232	30	12.8
Metals and products	434	454	(21)	(4.5)
Motor vehicles and equipment	867	713	154	21.6
Waste and scrap materials	421	405	16	4.0
Forwarder and shipper association traffic	453	429	24	5.6
All other carloads	2,587	2,219	367	16.5
LCL traffic	15	66	(51)	(76.9)
Total Cars Loaded	**18,800**	**18,498**	**302**	**1.6**

(Parentheses indicate decreases.)
Source: Transportation Division, AAR.

PIGGYBACK LOADINGS

Revenue cars loaded in piggyback service totaled 2,338,527 in 1983, another record and up 21.8 percent from the previous year. The number of trailers and trailer-size containers loaded totaled 4,078,454, also a record and 20.1 percent over 1982.

TOFC/COFC remained second only to coal in rank of carloadings by traffic group, accounting for 12.4 percent of total carloadings in 1983.

	Revenue Cars				Trailers and Containers
Year	United States	Eastern District	Southern District	Western District	
1957	249,065	130,211	6,155	112,699	—
1958	278,071	139,070	8,903	130,098	—
1959	416,508	204,010	10,687	201,811	—
1960	554,115	263,817	21,128	269,170	—
1961	591,246	299,605	37,749	253,892	902,260
1962	706,441	369,840	64,783	271,818	1,139,220
1963	815,773	394,898	105,511	315,364	1,294,090
1964	920,827	446,311	129,417	345,099	1,455,523
1965	1,076,620	508,189	173,762	394,869	1,664,929
1966	1,224,337	564,348	207,163	452,826	1,912,419
1967	1,277,410	568,089	225,053	484,268	1,983,793
1968	1,509,843	659,471	276,373	573,999	2,419,217
1969	1,539,797	632,433	303,236	604,128	2,497,586
1970	1,449,519	565,518	311,225	572,776	2,363,200
1971	1,356,394	511,877	319,422	525,095	2,203,530
1972	1,448,075	599,177	354,184	494,714	2,407,034
1973	1,630,795	610,874	403,929	615,992	2,758,044
1974	1,609,876	594,208	405,404	610,264	2,752,825
1975	1,307,520	463,779	337,005	506,736	2,238,117
1976	1,505,945	456,670	422,272	627,003	2,538,318
1977	1,688,806	471,965	483,050	733,791	2,850,231
1978	1,840,588	469,436	524,014	847,138	3,177,291
1979	1,857,705	479,662	508,903	869,140	3,278,163
1980	1,687,121	456,404	445,460	785,257	3,059,402
1981	1,752,479	449,634	471,020	831,825	3,150,522
1982	1,920,377	474,275	538,149	907,953	3,396,973
1983 ...	**2,338,527**	**558,301**	**645,702**	**1,134,524**	**4,078,454**

Note: Mail and express traffic moving in piggyback service is included in above data beginning with 1963.

Source: Transportation Division, AAR.

ORIGINATED TONNAGE

The volume of revenue freight originated on lines of Class I railroads in 1983 amounted to 1.293 billion tons, up 1.9 percent from 1982.

The difference between tonnage and ton-mile trends (page 29) is a reflection of significantly longer hauls due, in part, to movements of western coal and piggyback traffic.

Coal accounted for 494 million tons (or 38.2 percent) of total tonnage in 1983.

(Tonnage in thousands)

	United States	Eastern District	Southern District	Western District
1929	1,339,091	697,894	174,202	466,905
1939	901,669	483,815	120,582	297,273
1944	1,491,491	754,876	208,685	527,930
1947	1,537,546	776,044	229,454	532,048
1951	1,477,402	699,745	244,349	533,308
1955	1,396,339	631,707	246,228	518,404
1969	1,473,457	572,350	340,731	560,376
1970	1,484,919	557,994	351,142	575,784
1971	1,390,960	495,485	348,216	547,260
1972	1,447,864	507,346	367,405	573,113
1973	1,532,165	527,279	380,245	624,641
1974	1,530,686	520,788	387,535	622,363
1975	1,395,055	463,117	353,102	578,776
1976	1,406,732	452,808	362,533	591,391
1977	1,394,742	430,902	374,099	589,741
1978	1,390,175	384,413	366,880	638,882
1979	1,502,251	430,606	387,804	683,761
1980	1,492,414	407,933	398,363	686,118
1981	1,453,021	397,547	387,350	668,123
1982	1,268,645	357,235	337,347	574,062
1983 ...	**1,292,607**	**347,436**	**347,505**	**597,667**

FREIGHT COMMODITIES

During 1983, Class I railroads transported 494 million tons of coal, equivalent to 38.2 percent of total tonnage for all commodities. The $5.97 billion in freight revenue the railroads derived from their coal traffic represented 22.3 percent of total freight revenues.

Tonnage and revenue data for the 13 top commodity groups moved by rail in 1983 are presented below. As shown, these groups accounted for 95.7 percent of tonnage originations and 88.2 percent of total freight revenues.

STCC No.	Commodity	Tons Originated Tons (000's)	% of total	Revenues (Million $)	% of total
11	Coal	493,610	38.2%	$5,969	22.3%
01	Farm products	142,207	11.0	2,374	8.9
28	Chemicals & allied products	99,337	7.7	3,078	11.5
14	Nonmetallic minerals	96,535	7.5	834	3.1
20	Food & kindred products	75,207	5.8	2,349	8.8
24	Lumber & wood products	71,698	5.5	1,527	5.7
10	Metallic ores	68,437	5.3	450	1.7
32	Stone, clay & glass products	41,606	3.2	908	3.4
26	Pulp, paper & allied products	36,634	2.8	1,671	6.3
29	Petroleum & coal products	33,611	2.6	844	3.1
33	Primary metal products	32,032	2.5	816	3.2
40	Waste & scrap materials	24,466	1.9	424	1.6
37	Transportation eqpt.	22,200	1.7	2,292	8.6
	Subtotal	1,237,580	95.7	23,536	88.2
	All others	55,027	4.3	3,174	11.8
	Total	**1,292,607**	**100.0**	**26,710**	**100.0**

REVENUE TON-MILES

Revenue ton-miles of Class I railroads totaled 828 billion in 1983, up 3.8 percent from 1982.

Ton-miles were up 2.7 percent in the South and 6.2 percent in the West, but down 1.6 percent in the East.

Ton-miles are the product of the weight of lading in tons and distance transported in miles. As shown on page 39, ton-miles per loaded car in 1983 increased by 2.4 percent over the 1982 average.

(Ton-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	447,322	231,420	55,163	160,738
1939	333,438	169,024	42,547	121,868
1944	737,246	330,014	98,082	309,150
1947	654,728	294,967	88,243	271,518
1951	646,620	275,239	90,725	280,657
1955	623,615	256,701	90,444	276,469
1969	767,841	259,827	139,256	368,757
1970	764,809	254,467	140,034	370,309
1971	739,743	225,619	139,660	374,464
1972	776,746	231,221	147,116	398,410
1973	851,809	245,022	157,879	448,907
1974	850,961	248,398	160,668	441,895
1975	754,252	217,909	140,261	396,083
1976	794,059	216,644	151,020	426,395
1977	826,292	211,278	160,689	454,326
1978	858,105	197,633	162,417	498,056
1979	913,669	214,116	165,188	534,365
1980	918,621	202,036	169,985	546,601
1981	910,169	196,340	167,084	546,746
1982	797,759	178,144	142,431	477,183
1983	**828,275**	**175,333**	**146,251**	**506,690**

NOTE: The total of intercity ton-miles for all classes of railroads is reported on page 32.

TON-MILE REVENUE

Revenue per ton-mile averaged 3.119 cents for the year 1983, lower than either of the two previous years.

Average revenue per ton-mile is the average amount received for hauling a ton of freight one mile. While it does not necessarily measure average rate levels, because it is affected by composition of traffic and length of haul, it does show the average freight charges for traffic handled in each year.

	United States	Eastern District	Southern District	Western District
1929	1.076¢	1.014¢	1.088¢	1.162¢
1939	0.973	0.931	1.001	1.021
1944	0.949	0.919	0.976	0.972
1947	1.076	1.069	1.094	1.078
1951	1.336	1.367	1.350	1.301
1955	1.370	1.410	1.341	1.342
1969	1.347	1.452	1.255	1.309
1970	1.428	1.554	1.343	1.374
1971	1.593	1.831	1.478	1.493
1972	1.618	1.855	1.510	1.521
1973	1.617	1.881	1.526	1.504
1974	1.853	2.136	1.717	1.743
1975	2.041	2.372	1.879	1.913
1976	2.191	2.627	2.013	2.033
1977	2.286	2.800	2.113	2.109
1978	2.358	2.991	2.291	2.149
1979	2.599	3.277	2.532	2.434
1980	2.852	3.612	2.789	2.591
1981	3.178	4.067	3.250	2.837
1982	3.212	4.005	3.377	2.868
1983	**3.119**	**3.909**	**3.344**	**2.781**

REVENUE AND DISTANCE PER TON AND PER PASSENGER

Average revenue per ton originated on Class I railroads declined 1.1 percent in 1983. The average haul, considering all line-haul railroads as a system, rose to an estimated 613 miles in 1983, a new record. The average freight haul has increased by 15 percent over the past decade.

Data showing average revenue per passenger and average trip are no longer available after 1980.

	FREIGHT		PASSENGER*	
	Average Revenue Per Ton Originated	Average Haul Per Ton (miles)	Average Revenue Per Passenger Per Road	Average Trip Per Passenger Per Road (miles)
1929	$ 3.45	317.17	$1.11	39.63
1939	3.74	351.21	0.92	50.02
1944	4.92	473.46	1.96	104.46
1947	4.82	407.82	1.37	65.07
1951	6.11	419.99	1.86	71.35
1955	6.40	429.75	1.72	65.88
1969	7.35	496.82	1.48	41.12
1970	7.67	490.41	1.48	37.83
1971	8.80	506.83	1.39	32.38
1972	8.99	511.34	1.56	32.78
1973	9.36	531.00	1.74	36.52
1974	10.70	526.53	1.96	37.69
1975	11.40	515.89	1.99	36.88
1976	12.75	540.00	2.18	37.93
1977	13.90	548.79	2.21	37.39
1978	14.95	572.00	2.16	36.38
1979	16.17	580.00	2.38	37.97
1980	18.05	590.00	2.69	36.63
1981	20.36	600.00	—	—
1982	20.89	604.00	—	—
1983	**20.66**	**613.00**	—	—

* Includes Amtrak statistics beginning in 1971; Auto-Train Corp. for 1972–1977.

Average haul per ton applies to all line-haul railroads as a system and is partially estimated beginning with 1978. All other data refer to Class I railroads only.

VOLUME OF U.S. INTERCITY FREIGHT AND PASSENGER TRAFFIC

Millions of **Revenue Freight Ton-Miles** and Percentage of Total

Year	Rail-roads[a]	%	Trucks	%	Great Lakes	%	Rivers and Canals	%	Oil Pipe-lines	%	Air	%	Total
1929	454,800	**74.9**	19,689	**3.3**	97,322	**16.0**	8,661	**1.4**	26,900	**4.4**	3	—	607,375
1939	338,850	**62.4**	52,821	**9.7**	76,312	**14.0**	19,937	**3.7**	55,602	**10.2**	12	—	543,534
1944	746,912	**68.6**	58,264	**5.4**	118,769	**10.9**	31,386	**2.9**	132,864	**12.2**	71	—	1,088,266
1950	596,940	**56.2**	172,860	**16.3**	111,687	**10.5**	51,657	**4.9**	129,175	**12.1**	318	—	1,062,637
1960	579,130	**44.1**	285,483	**21.7**	99,468	**7.6**	120,785	**9.2**	228,626	**17.4**	778	—	1,314,270
1970	771,168	**39.8**	412,000	**21.3**	114,475	**5.9**	204,085	**10.5**	431,000	**22.3**	3,295	**0.2**	1,936,023
1975	759,000	**36.7**	454,000	**22.0**	99,000	**4.8**	243,000	**11.8**	507,000	**24.5**	4,000	**0.2**	2,066,000
1982	810,000	**35.8**	525,000	**23.2**	63,000	**2.8**	288,000	**12.7**	571,000	**25.3**	4,900	**0.2**	2,261,900
1983p	**839,000**	**36.1**	**551,000**	**23.7**	**71,000**	**3.1**	**289,000**	**12.4**	**566,000**	**24.4**	**5,860**	**0.3**	**2,321,860**

Millions of **Revenue Passenger-Miles** and Percentage of Total (Except Private)

Year	Rail-roads[a]	%	Buses	%	Air Carriers	%	Inland Water-ways	%	Total (except private)	Private Auto-mobiles	Private Air-planes	Total (including private)
1929	33,965	**77.1**	6,800	**15.4**	—	—	3,300	**7.5**	44,065	175,000	--	219,065
1939	23,669	**67.7**	9,100	**26.0**	683	**2.0**	1,486	**4.3**	34,938	275,000	—	309,938
1944	97,705	**75.7**	26,920	**20.9**	2,177	**1.7**	2,187	**1.7**	128,989	181,000	1	309,990
1950	32,481	**47.2**	26,436	**38.4**	8,773	**12.7**	1,190	**1.7**	68,880	438,293	1,299	508,472
1960	21,574	**28.6**	19,327	**25.7**	31,730	**42.1**	2,688	**3.6**	75,319	706,079	2,228	783,626
1970	10,903	**5.7**	25,300	**14.3**	109,499	**77.7**	4,000	**2.3**	149,702	1,026,000	9,101	1,184,803
1975	10,100	**5.7**	25,400	**14.4**	136,900	**77.6**	4,000	**2.3**	176,400	1,170,700	11,400	1,358,500
1982	10,900	**4.3**	26,900	**10.7**	213,600	**85.0**	N.A.	—	251,400	1,344,900	13,100	1,609,400
1983p	**10,900**	**4.1**	**26,100**	**9.7**	**232,000**	**86.2**	**N.A.**	—	**269,000**	**1,400,000**	**12,700**	**1,681,700**

a—Railroads of all classes, including electric railways, Amtrak and Auto-Train. (See page 29 for ton-miles of Class I Railroads only)
p—These are preliminary estimates and are subject to frequent subsequent adjustments.
NOTE: Air carrier data from reports of CAB and TAA; Great Lakes and rivers and canals from Corps of Engineers and TAA; all 1982 and 1983 figures are from Transportation Policy Associates, except rail freight traffic is by the AAR

FREIGHT TRAIN-MILES

Freight train-miles of all Class I railroads in 1983 totaled 346 million, an average of 5.6 train-miles per day for each of 169,862 miles of road operated in freight service.

(Train-miles in thousands)

	United States	Eastern District	Southern District	Western District
1929	613,444	252,489	99,615	261,340
1939	451,991	171,978	77,276	202,736
1944	698,761	261,450	120,263	317,048
1947	616,071	228,424	104,839	282,808
1951	528,573	194,339	86,503	247,731
1955	476,444	177,428	70,064	228,951
1969	433,371	132,691	71,576	229,104
1970	427,065	131,134	74,962	220,969
1971	429,530	128,392	76,892	224,246
1972	451,032	129,601	81,098	240,333
1973	468,992	132,542	82,679	253,770
1974	469,268	128,071	84,023	257,175
1975	402,557	111,626	72,229	218,702
1976	424,571	112,050	79,369	233,152
1977	427,686	104,968	82,150	240,568
1978	432,944	96,585	84,651	251,707
1979	437,835	99,619	87,993	250,223
1980	428,488	91,719	86,008	250,761
1981	407,520	85,851	81,225	240,445
1982	344,936	75,412	66,348	203,176
1983	**345,916**	**72,007**	**64,502**	**209,407**

FREIGHT CAR-MILES

Of the 24.4 billion freight car-miles on Class I railroads in 1983, 56.5 percent were made by loaded cars. (A car-mile is the movement of a car one mile.)

(Car-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	29,142	13,355	3,924	11,863
1939	21,782	9,608	2,981	9,193
1944	36,620	15,397	5,049	16,174
1947	32,201	13,221	4,441	14,539
1951	31,216	12,074	4,462	14,680
1955	31,198	11,699	4,412	15,037
1969	30,349	9,790	5,125	15,433
1970	29,890	9,505	5,143	15,242
1971	29,181	8,730	5,284	15,166
1972	30,309	8,786	5,623	15,900
1973	31,248	8,796	5,692	16,760
1974	30,719	8,725	5,620	16,374
1975	27,656	7,810	5,023	14,823
1976	28,530	7,678	5,255	15,597
1977	28,749	7,302	5,371	16,075
1978	29,076	6,775	5,419	16,881
1979	29,436	6,983	5,439	17,014
1980	29,277	6,511	5,498	17,268
1981	27,968	6,124	5,250	16,595
1982	23,952	5,419	4,479	14,054
1983	**24,358**	**5,337**	**4,485**	**14,536**

CARS PER AVERAGE FREIGHT TRAIN

The average freight train in 1983 consisted of 70.4 cars, an increase of 1.4 percent over 1982. Average tonnage per train increased by 3.7 percent over last year. (See page 37).

The number of cars in the average train is computed by dividing freight car-miles by freight train-miles.

	United States	Eastern District	Southern District	Western District
1929	47.6	52.9	39.5	45.5
1939	48.1	55.8	38.6	45.3
1944	52.3	58.8	42.0	50.9
1947	52.2	57.8	42.4	51.3
1951	59.0	62.1	51.6	59.1
1955	65.5	66.1	63.6	65.6
1969	70.0	73.8	71.5	67.4
1970	70.0	72.5	68.6	69.0
1971	67.9	68.0	68.7	67.6
1972	67.1	67.6	69.3	66.1
1973	66.6	66.4	68.8	66.0
1974	65.5	68.1	66.9	63.7
1975	68.6	69.8	69.4	67.7
1976	67.1	68.5	66.0	66.8
1977	67.2	69.6	65.4	66.8
1978	67.2	70.1	64.0	67.1
1979	67.2	70.1	61.8	70.0
1980	68.3	71.0	63.9	68.9
1981	68.6	71.3	64.6	69.0
1982	69.4	71.9	67.5	69.2
1983	**70.4**	**74.1**	**69.5**	**69.4**

AVERAGE FREIGHT CARLOAD—TONS

The average weight of a carload of freight was 68.0 tons in 1983, down slightly from 1982. A long-range trend toward heavier loading has resulted principally from the continuing installation of higher-capacity cars and the retirement of smaller cars.

Net ton-miles per loaded car-mile, a measure of average load based on operating statistics, averaged 61.2 tons in 1983.

	United States	Eastern District	Southern District	Western District
1929	35.4	38.1	32.6	33.0
1939	36.8	39.5	34.8	33.8
1944	40.3	43.4	37.5	37.5
1947	41.0	43.6	38.8	38.6
1951	42.0	43.8	40.8	40.3
1955	42.4	43.6	42.9	40.9
1969	53.1	52.1	56.6	52.2
1970	54.9	53.9	58.4	54.1
1971	55.2	53.4	58.9	54.7
1972	56.3	54.6	59.3	56.0
1973	56.7	54.6	59.5	57.0
1974	58.4	56.2	61.2	58.6
1975	60.8	58.2	63.4	61.6
1976	61.0	57.8	63.7	62.0
1977	61.1	57.2	64.6	62.0
1978	61.8	56.9	64.6	63.5
1979	64.1	60.0	66.4	65.8
1980	67.1	63.2	68.9	67.3
1981	68.1	63.8	70.0	69.8
1982	68.3	65.6	69.6	69.2
1983 ...	**68.0**	**64.3**	**69.3**	**69.5**

AVERAGE FREIGHT TRAIN LOAD

The average freight train in 1983 carried 2,432 tons of freight, a record. The average represents net ton-miles per freight train-mile.

	United States	Eastern District	Southern District	Western District
1929	804	981	622	702
1939	806	1,043	613	679
1944	1,124	1,326	878	1,050
1947	1,131	1,353	910	1,033
1951	1,283	1,466	1,108	1,201
1955	1,359	1,488	1,342	1,264
1969	1,804	1,994	1,951	1,649
1970	1,820	1,981	1,881	1,703
1971	1,751	1,797	1,829	1,697
1972	1,774	1,823	1,867	1,716
1973	1,844	1,892	1,955	1,784
1974	1,875	1,992	1,954	1,790
1975	1,938	2,011	1,994	1,883
1976	1,954	2,013	1,963	1,922
1977	2,029	2,097	2,033	1,998
1978	2,029	2,068	2,009	2,020
1979	2,096	2,169	1,940	2,121
1980	2,175	2,223	2,012	2,213
1981	2,265	2,311	2,100	2,305
1982	2,345	2,387	2,191	2,380
1983	**2,432**	**2,461**	**2,321**	**2,456**

NET TON-MILES PER TRAIN-HOUR

Net ton-miles per train-hour, a statistic reflecting both the number of tons hauled and miles travelled during an average hour of a freight train's operation, averaged 41,407 in 1983, down 2.9 percent from 1982. Beginning with 1979, the average is not precisely comparable with prior years due to an ICC definitional change requiring inclusion of terminal delay time in counting train hours.

Gross ton-miles per freight train-hour, including ton-miles of cars and their contents, but not including ton-miles of locomotives, averaged 83,575 in 1983.

	United States	Eastern District	Southern District	Western District
1929	10,580	12,245	8,596	9,568
1939	13,450	15,924	10,625	12,108
1944	17,623	18,971	14,620	17,470
1947	18,126	19,445	15,274	17,942
1951	21,760	22,757	18,786	21,956
1955	25,314	25,291	23,510	25,985
1969	36,257	34,483	33,707	38,734
1970	36,578	35,082	32,593	39,564
1971	35,722	33,704	31,758	38,930
1972	35,436	31,763	30,745	40,382
1973	36,535	32,849	34,875	41,872
1974	37,258	33,340	35,334	40,706
1975	38,778	33,331	36,210	43,764
1976	39,274	32,373	35,528	45,879
1977	40,077	32,108	36,487	47,040
1978	39,305	30,534	35,789	46,003
1979	35,967	24,573	34,714	44,981
1980	39,543	27,578	36,423	48,583
1981	43,109	29,337	39,917	53,396
1982	42,640	34,862	35,061	50,050
1983 ...	**41,407**	**37,097**	**31,349**	**53,587**

REVENUE TON-MILES PER CAR LOADED

As shown below, average ton-miles per loaded car have increased five-fold in the last 54 years, rising from 8,468 in 1929 to 44,057 in 1983. In the past decade alone the average has risen by 41 percent. This significant efficiency improvement is due to the installation of larger, specialized freight cars, the retirement of smaller cars and a longer average haul.

	United States	Eastern District	Southern District	Western District
1929	8,468	8,925	7,352	8,288
1939	9,833	10,430	8,468	9,610
1944	16,984	16,053	15,510	18,707
1947	14,712	14,054	12,773	16,351
1951	15,966	14,871	13,661	18,284
1955	16,570	15,549	14,299	18,678
1969	27,192	24,340	22,541	32,391
1970	28,159	25,267	23,050	33,622
1971	29,279	24,966	23,364	36,530
1972	29,755	25,694	23,312	36,908
1973	31,158	26,283	24,680	38,636
1974	32,500	28,011	25,623	40,279
1975	32,487	28,381	25,076	39,825
1976	33,852	28,252	26,001	42,725
1977	35,654	28,328	27,088	46,439
1978	36,741	27,489	27,526	48,518
1979	38,267	28,946	27,380	51,155
1980	40,628	30,145	28,914	54,516
1981	42,113	30,513	29,694	57,246
1982	43,005	32,759	29,181	57,980
1983	**44,057**	**32,740**	**29,500**	**59,699**

REVENUE TON-MILES PER GALLON OF FUEL CONSUMED

In 1983, the Class I railroads generated 266 ton-miles for every gallon of fuel consumed, a 4.3 percent gain over the prior year. As shown below, the railroads have logged a 27 percent increase over the past ten years in this key measurement of energy efficiency.

Year	Revenue Ton-Miles (millions)	Fuel Consumed In Frt. Service* (million gallons)	Revenue Ton-Miles Per Gallon of Fuel Consumed	
			Ton-Miles	Index
1971	739,743	3,659	202	100
1972	776,746	3,901	199	99
1973	851,809	4,051	210	104
1974	850,961	4,023	211	105
1975	754,252	3,657	206	102
1976	794,059	3,828	207	102
1977	826,292	3,921	211	104
1978	858,105	3,898	220	109
1979	913,669	4,013	228	113
1980	918,621	3,890	236	117
1981	910,169	3,722	245	121
1982	797,759	3,130	255	126
1983	**828,275**	**3,112**	**266**	**132**

* Includes a small amount of fuel used in switching passenger trains.

REVENUE TON-MILES PER EMPLOYEE AND EMPLOYEE HOUR

Measured in ton-miles, rail output per employee and output per employee hour have increased 73 percent and 76 percent, respectively, over the past 14 years. In 1983, revenue ton-miles per employee amounted to 2.6 million, up 18.2 percent from the previous year, and ton-miles per employee freight hour paid for rose to 1,073, an increase of 15.7 percent over 1982.

	Freight Revenue Ton-Miles Per:	
Year	Employee* (millions)	Employee Hour*
1969	1.5	611
1970	1.5	605
1971	1.5	604
1972	1.5	637
1973	1.7	696
1974	1.7	696
1975	1.6	677
1976	1.7	712
1977	1.8	738
1978	1.9	775
1979	2.0	792
1980	2.1	862
1981	2.2	906
1982	2.2	927
1983	**2.6**	**1,073**
	INDEX	
1969	100	100
1970	100	99
1971	100	99
1972	100	104
1973	113	114
1974	113	114
1975	107	111
1976	113	117
1977	120	121
1978	127	127
1979	133	130
1980	140	141
1981	147	148
1982	147	152
1983	**173**	**176**

* Freight service employment estimated on basis of ratio of freight operating expenses to total operating expenses.

Note: Increases in output in recent years are due, in part, to the installation of larger cars and to longer average hauls.

MILES OF ROAD OWNED

As of December 31, 1982, the Class I line-haul railroads in the United States owned 159,123 miles of railroad lines. This represents the aggregate length of roadway, excluding yard tracks, sidings and parallel lines. Jointly-used track is counted only once.

1929	229,530	1972	194,421
1939	220,915	1973	192,813
1944	215,493	1974	192,991
1947	214,486	1975	191,520
1951	213,401	1976	185,395*
1955	211,459	1977	182,380*
1967	198,603	1978	175,912
1968	198,249	1979	169,927
1969	197,414	1980	164,822
1970	196,479	1981	162,160
1971	195,840	**1982**	**159,123**

MILES OF TRACK OWNED

As of December 31, 1982, the Class I line-haul railroads owned 263,330 miles of track. Miles of railroad track includes multiple main tracks, yard tracks and sidings.

1929	381,417	1972	315,211
1939	364,174	1973	313,282
1944	355,880	1974	313,006
1947	355,227	1975	310,941
1951	354,546	1976	304,100*
1955	350,217	1977	295,500*
1967	322,855	1978	283,573
1968	322,394	1979	277,240
1969	321,212	1980	270,623
1970	319,092	1981	267,589
1971	317,711	**1982**	**263,330**

* Partially estimated.

NOTE: The data shown above differ from statistics shown in previous editions of this publication which included estimated mileage of non-Class I railroads. On average, the Class I railroads account for about 95 percent of total railroad mileage.

RAILROAD MILEAGE OPERATED BY STATES (1982)

The total miles of line shown below for 1982 represent mileage operated by Class I roads only. Data for Class II and III railroads are no longer available. Miles operated jointly by two or more railroads and two or more parallel tracks are not duplicated in this listing. Mileage of yard tracks and sidings is also excluded from these totals. Data for 1983 are not yet available.

Alabama	4,299	Montana	3,675
Alaska	—	Nebraska	4,736
Arizona	1,801	Nevada	1,492
Arkansas	2,708	New Hampshire	461
California	6,476	New Jersey	1,506
Colorado	3,320	New Mexico	2,075
Connecticut	484	New York	4,281
Delaware	236	North Carolina	2,818
Dist. of Col.	50	North Dakota	4,767
Florida	3,384	Ohio	6,999
Georgia	5,042	Oklahoma	3,627
Hawaii	—	Oregon	2,941
Idaho	2,381	Pennsylvania	6,761
Illinois	9,639	Rhode Island	—
Indiana	5,608	South Carolina	2,524
Iowa	4,906	South Dakota	2,037
Kansas	7,580	Tennessee	2,890
Kentucky	3,453	Texas	13,011
Louisiana	3,250	Utah	1,691
Maine	46	Vermont	142
Maryland	1,133	Virginia	3,487
Massachusetts	1,112	Washington	4,281
Michigan	3,787	West Virginia	3,604
Minnesota	6,342	Wisconsin	3,977
Mississippi	2,703	Wyoming	1,978
Missouri	5,677	**Total U.S.**	**171,178**

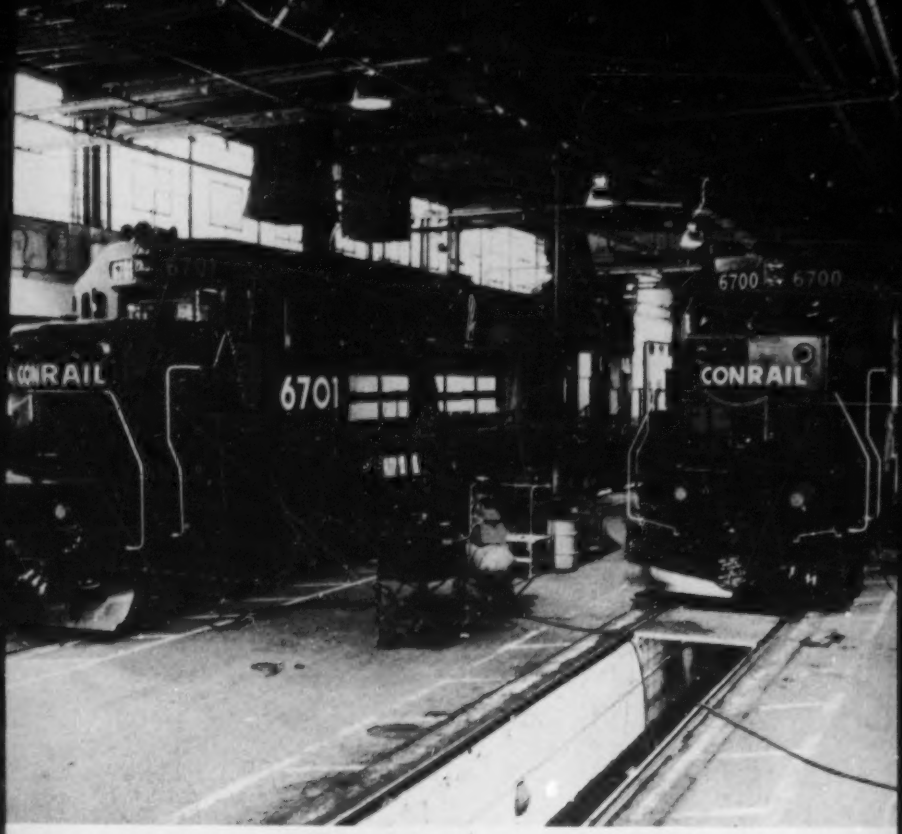
LOCOMOTIVES IN SERVICE

There were 25,838 locomotive units in service on Class I railroads at the close of 1983, down by 4.6 percent from a year earlier. All but 63 of the units were diesel-electric. Locomotives owned and leased by Amtrak are included in the table below beginning in 1972; Auto-Train locomotives are included for the years 1974–1977.

The superiority of modern locomotive units over the older types replaced is illustrated by the fact that the railroads in 1983 handled 3.3 times the revenue ton-miles that were handled 50 years ago with one-half the number of locomotive units. The aggregate horsepower of the fleet has increased from 56.1 million in 1973 to about 61 million in 1983.

Dec. 31	Total	Diesel Electric Units	Steam	Electric Units	Other
1929	57,571	22	56,936	601	12
1939	42,511	510	41,117	843	41
1944	43,612	3,049	39,681	863	19
1947	41,719	5,772	35,108	821	18
1951	40,036	17,493	21,747	780	16
1955	31,429	24,786	5,982	627	34
1969	27,033	26,714	21	276	22
1970	27,086	26,796	13	268	9
1971	27,189	26,897	13	250	29
1972	27,358	27,064	13	252	29
1973	27,790	27,540	12	238	—
1974	28,084	27,857	12	215	—
1975	28,210	27,985	12	213	—
1976	27,612	27,383	12	217	—
1977	27,667	27,450	12	205	—
1978	27,400	27,184	12	204	—
1979	28,097	27,922	12	163	—
1980	28,396	28,243	12	141	—
1981	27,808	27,732	2	74	—
1982	27,073	27,000	2	71	—
1983 ...	**25,838**	**25,775**	**2**	**61**	**—**

Note: Units not self-powered are omitted **after** 1972. (formerly reported under "Other.")



AGE OF LOCOMOTIVES

As shown below, 51 percent of the units in the locomotive fleet at year-end have been added since 1970 and 30 percent of the fleet is eight years old or less.

(Age Distribution of Locomotive Fleet, December 31, 1983)

Date built[1]	Number of Locomotives in Age Bracket	Percent of Locomotives in Age Bracket
Jan. 1, 1980–Dec. 31, 1983	2,761	10.7%
Jan. 1, 1975–Dec. 31, 1979	5,011	19.4
Jan. 1, 1970–Dec. 31, 1974	5,352	20.7
Jan. 1, 1965–Dec. 31, 1969	4,525	17.5
Jan. 1, 1960–Dec. 31, 1964	2,097	8.1
Before 1960	6,092	23.6
Total	25,838[2]	100.0

[1] Disregards year of rebuilding.

[2] Will not agree with totals on pages 44 and 51 which are from different sources.

FREIGHT CARS

There were 1,542,278 freight cars in railroad service at the close of 1983, 2.9 percent less than a year earlier.

The "car companies" category includes such railroad subsidiaries as the Trailer Train Company and refrigerator car companies.

Cabooses are not included in the totals below.

Dec. 31	Total	Class I Railroads	Other Railroads	Car Companies and Shippers
1929	2,610,662	2,277,505	46,178	286,979
1939	1,961,705	1,650,031	30,488	281,186
1944	2,067,948	1,769,578	27,434	270,936
1947	2,025,008	1,734,239	25,519	265,250
1951	2,046,600	1,752,430	25,448	268,722
1955	1,996,443	1,698,814	24,933	272,696
1969	1,791,736	1,434,824	29,373	327,539
1970	1,784,181	1,423,921	29,787	330,473
1971	1,762,135	1,422,411	27,291	312,433
1972	1,716,937	1,410,568	22,749	283,620
1973	1,710,659	1,395,105	23,114	292,440
1974	1,720,573	1,375,265	25,977	319,331
1975	1,723,605	1,359,459	29,407	334,739
1976	1,699,027	1,331,705	34,452	332,870
1977	1,666,533	1,287,315	40,378	338,840
1978	1,652,774	1,226,500	68,881	357,393
1979	1,700,310	1,217,079	91,427	391,804
1980	1,710,827	1,168,114	102,161	440,552
1981	1,672,565	1,111,115	101,091	460,359
1982	1,587,537	1,039,016	91,452	457,069
**1983	**1,542,278**	**1,007,165**	**91,395**	**443,718**

Source: Beginning in 1971, data for car companies and shippers from Transportation Division, AAR; earlier data from American Railway Car Institute and Official Railway Equipment Register.

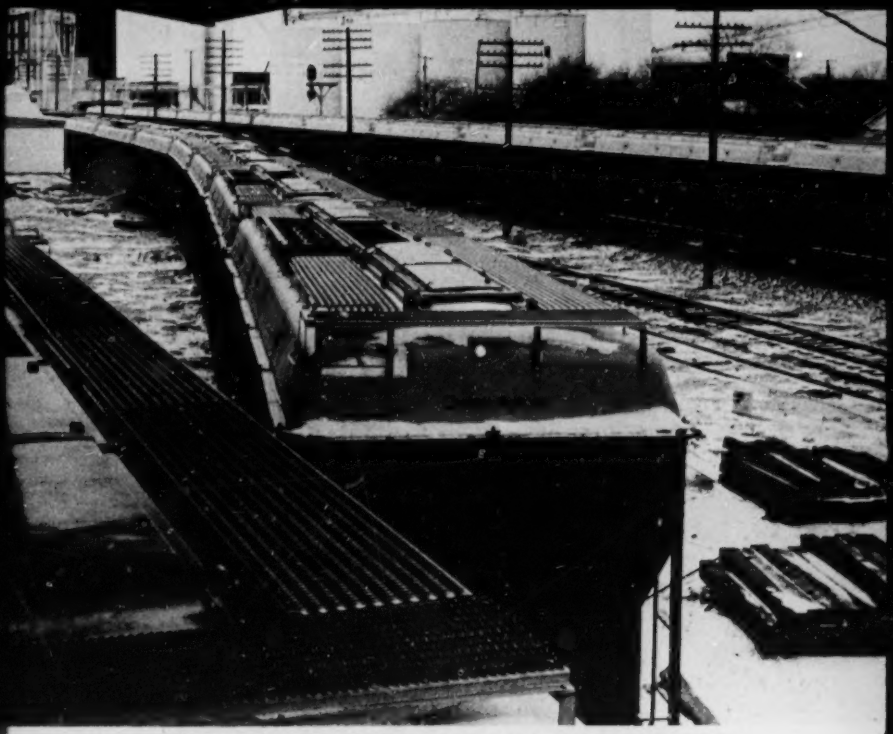
TYPES OF FREIGHT EQUIPMENT

Total freight cars in service at the end of 1983 are shown below, separated by types as classified by the AAR's Transportation Division.

Compared with 1982, the number of all car types declined.

Type	Total	Class I railroads	Other railroads	Car Companies and shippers
Box cars:				
Plain box	178,465	127,317	36,114	15,034
Equip. box	157,291	144,079	12,839	373
Covered hoppers	303,172	164,466	9,632	129,074
Flat cars	142,291	83,757	5,010	53,524
Refrigerator cars .	63,705	53,281	3,286	7,138
Gondolas	171,554	129,423	10,257	31,874
Hoppers	315,805	282,930	11,209	21,666
Tank	183,730	1,770	37	181,923
Others	26,265	20,142	3,011	3,112
Total 1,542,278	**1,007,165**	**91,395**	**443,718**	

Source: Transportation Division, AAR.



AVERAGE FREIGHT CAR CAPACITY

Annual gains in average carrying capacity of railroad freight cars, an unbroken trend since record-keeping began, have been especially pronounced in recent years. In 1983 the average advanced to about 82.4 tons at year-end. New cars installed in 1983 had an average capacity of 96 tons, compared with a 71-ton average for cars retired.

The aggregate capacity of the fleet was about 127 million tons at the end of the year, approximately 5.0 percent higher than the capacity of a decade ago.

	Tons		Tons
1929	46.3	1973	70.5
1939	49.7	1974	71.6
1944	50.8	1975	72.9
1947	51.5	1976	73.8
1951	52.9	1977	75.5
1955	53.7	1978	76.9
1968	64.3	1979	77.7
1969	65.8	1980	78.5
1970	67.1	1981	80.5
1971	68.4	1982	81.6
1972	69.6	**1983p**	**82.4**

COST OF NEW FREIGHT CARS[1]

The average cost of new freight cars installed in 1983 amounted to $38,191, up 2.6 percent from the previous year.

	Box Cars		Flat Cars		Hopper Cars					
Year	General Service	Special Service	General Service	Special Service	Gondola Cars	Open Top	Covered	Refrig-erator Cars	Tank Cars	All Freight-carrying Cars
1966	$12,167	$18,129	$14,725	$17,593	$12,853	$11,794	$15,487	$23,358	$34,041	$15,320
1967	11,955	17,877	16,524	19,262	13,028	10,424	15,074	25,313	27,423	14,591
1968	10,061	19,398	13,956	15,534	11,746	11,447	14,728	28,307	—	13,471
1969	11,733	18,007	13,759	18,107	13,754	12,558	15,201	29,957	—	15,607
1970	13,355	20,912	15,534	22,275	14,203	12,726	16,221	31,592	—	17,163
1971	14,219	18,640	10,495	19,068	15,749	13,197	15,930	32,167	—	16,293
1972	19,258	23,533	—	17,666	15,111	15,580	18,079	32,427	—	18,051
1973	18,000	22,000	—	18,000	15,600	16,000	18,000	30,000	20,000	18,800
1974	22,900	34,000	28,000	20,000	21,500	18,800	20,000	—	21,700	21,800
1975	31,168	27,005	32,815	40,201	27,076	25,834	26,480	42,553	22,300	27,777
1976	30,923	35,644	27,040	45,695	26,856	25,495	27,497	—	—	27,983
1977	36,791	46,643	31,515	34,852	26,906	28,026	28,545	51,179	—	31,053
1978	34,998	44,931	36,747	55,153	29,851	27,071	32,950	—	—	32,918
1979	41,755	50,160	—	52,346	31,760	34,585	36,858	57,970	—	39,487
1980	45,586	53,209	46,440	49,935	45,895	40,348	43,618	70,424	53,133	44,547
1981	—	60,568	32,536	85,350	38,378	40,438	41,860	—	50,943	41,747
1982	—	69,287	—	147,000	—	33,160	60,360	72,080	56,300	37,230
1983	**—**	**44,660**	**33,227**	**113,500**	**37,655**	**39,687**	**37,334**	**—**	**—**	**38,191**

[1] The variations in the average cost of freight cars from year to year relate, in part, to changes in the mix of car sub-types within each category and to differences in the capacities of cars installed.

PASSENGER TRAIN CARS

There were 2,610 passenger-train cars in service at year-end 1983 including equipment owned by Amtrak. The sharp drop shown below for 1976 was attributable primarily to the return of leased cars by the Conrail predecessor roads to SEPTA and other commuter authorities that do not report to the Interstate Commerce Commission and to the scrapping of a number of old cars that were conveyed to Conrail.

Dec. 31	United States	Pullman Company	Eastern District**	Southern District***	Western District
		Amtrak*			
1929	61,728	9,469	27,001	6,961	18,297
1939	45,479	7,052	21,042	4,589	12,796
1944	46,558	8,751	21,314	4,517	12,006
1947	44,841	6,071	21,680	4,657	12,433
1951	42,406	6,276	20,197	4,372	11,561
1955	36,871	4,776	17,748	3,816	10,531
1969	12,426	—	6,683	1,878	3,865
1970	11,177	—	6,254	1,524	3,399
1971	8,713	1,165	5,321	700	1,527
1972	7,589	1,571	4,107	630	1,281
1973	7,189	1,777	3,729	546	1,137
1974	6,848	1,848	3,467	502	1,031
1975	6,741	1,913	3,128	416	1,014
1976	5,478	2,062	1,975	492	949
1977	5,512	2,154	1,947	501	910
1978	4,493	2,084	1,226	300	883
1979	4,241	2,026	1,252	210	753
1980	4,347	2,128	1,259	187	773
1981	3,945	1,830	1,234	186	695
1982	3,736	1,929	1,064	185	558
1983 ...	**2,610**	**1,880**	**44**	**183**	**503**

* Pullman Company cars from 1929 through 1968; Amtrak cars beginning in 1971.

** Eastern District excludes Long Island Rail Road beginning in 1983.

*** Includes Auto-Train for years 1972–1977.

NEW AND REBUILT EQUIPMENT

Additions to the locomotive and freight car fleets declined sharply in 1982 and 1983 from the levels of previous years.

In addition to equipment purchased, built or leased by Class I railroads, the table below includes freight cars acquired by other railroads and by "private" owners. The private category includes shippers and car companies, some of the latter being railroad-owned.

Passenger-train cars and locomotives installed by Amtrak are included beginning in 1972—Auto-Train for years 1972–1977.

	Locomotive Units		Freight cars		Passenger-Train-Cars	
	New	Rebuilt	New*	Rebuilt*	New	Rebuilt
1953 ..	2,141	26	80,887	1,392	329	21
1955 ..	1,097	22	37,314	5,416	412	10
1957 ..	1,015	10	99,502	2,589	232	3
1959 ..	855	88	37,720	8,204	66	—
1961 ..	288	2	31,501	2,521	214	6
1962 ..	764	23	36,454	3,268	304	54
1963 ..	834	2	44,804	3,295	156	230
1964 ..	1,071	—	69,051	13,936	399	117
1965 ..	1,387	16	77,707	11,825	666	81
1966 ..	1,419	6	89,899	15,954	113	56
1967 ..	1,109	—	82,828	17,086	146	22
1968 ..	978	4	55,964	12,604	65	38
1969 ..	1,158	83	68,717	6,944	240	25
1970 ..	1,029	64	65,881	9,255	302	16
1971 ..	1,179	97	55,046	5,587	281	—
1972 ..	1,377	200	47,322	2,661	334	13
1973 ..	1,210	174	58,634	536	83	9
1974 ..	1,131	264	66,798	611	85	15
1975 ..	802	38	72,039	1,953	265	7
1976 ..	488	79	52,323	1,307	349	9
1977 ..	820	172	51,639	2,178	153	5
1978 ..	1,224	154	67,440	1,334	43	1
1979 ..	1,719	259	95,650	882	99	17
1980 ..	1,483	183	85,465	1,163	152	8
1981 ..	485	201	44,825	1,100	119	—
1982 ..	332	169	17,236	1,500	102	—
1983 ..	**197**	**146**	**5,772**	**100**	**—**	**—**

* All railroads and "private" car owners (see text).

n.a.—Not available

Source: Freight car data from American Railway Car Institute and Transportation Division, AAR.

NEW RAIL LAID

In 1983, Class I railroads laid 538,597 tons of new rail in replacement and in additional track.

The aggregate tonnage laid in the past five years totaled 3.8 million.

(Tons of rail)

1929	2,281,316	1973	698,506
1939	991,896	1974	708,362
1944	1,772,810	1975	537,537
1947	1,639,746	1976	802,441
1951	1,281,850	1977	952,144
1955	963,350	1978	838,714
1968	546,859	1979	1,064,827
1969	574,918	1980	881,783
1970	548,505	1981	800,340
1971	648,625	1982	502,718
1972	648,625	**1983**	**538,597**

CROSSTIES LAID

A total of 22.1 million crossties were installed by Class I railroads in previously constructed tracks and in additional tracks, new lines and extensions in 1983. More than 122 million ties have been intalled during the past five years.

Less than one-half of one percent of the total installed in 1983 were other than wooden ties.

The heavy annual tie installations prior to 1950 reflect, in part, the use of a large number of untreated ties which have a much shorter life span than the treated ties installed in recent years.

(Thousands of ties)

1929	81,964	1973	19,893
1939	46,410	1974	21,175
1944	51,259	1975	20,548
1947	40,206	1976	27,002
1951	32,457	1977	27,270
1955	27,173	1978	27,228
1968	19,006	1979	26,667
1969	20,088	1980	25,984
1970	19,611	1981	26,529
1971	22,777	1982	20,726
1972	22,251	**1983**	**22,132**

WEIGHT OF RAIL IN PLACE

In 1983, 78 percent of the rail on Class I railroads weighed more than 100 pounds per yard—40 percent weighed over 130 pounds per yard. The average weight of rail in place was about 117 pounds per yard.

Weight of Rail (Pounds per yard)	Miles	Percent of total	Cumulative Percent
150-159	718.20	0.42%	0.42%
140-149	3,863.48	2.25	2.67
130-139	64,466.35	37.53	40.20
120-129	6,049.49	3.52	43.72
110-119	45,849.28	26.69	70.41
100-109	13,532.94	7.88	78.29
90- 99	17,721.21	10.31	88.60
0- 89	19,591.91	11.40	100.00
Total	**171,792.86**	**100.00**	—

RAILROAD INVESTMENT—NET

In 1978, the ICC redefined net investment to include average net investment in road and equipment, less interest during construction and debits in other elements of investment, plus working capital computed from the formula used in determining rail freight service costs (Rail Form A).

Under the method shown below for the years prior to 1978, the total investment figures included investment after depreciation and amortization, plus cash and materials and supplies.

Under the Depreciation Accounting System initiated by the Railroads in 1983, net investment rose sharply to $43.5 billion, as shown below.

(Amounts shown in thousands)

Dec. 31	United States	Eastern District	Southern District	Western District
1929	$23,868,075	$10,633,632	$3,190,306	$10,044,136
1939	23,016,835	10,520,217	2,910,018	9,586,600
1944	23,396,922	10,332,156	3,074,808	9,989,958
1947	22,891,188	10,191,186	2,993,770	9,706,232
1951	25,518,512	11,196,268	3,404,261	10,917,983
1955	26,851,343	11,474,847	3,634,361	11,742,136
1969	27,891,688	10,896,116	4,525,411	12,470,161
1970	28,186,077	10,855,043	4,705,326	12,625,707
1971	28,096,047	10,636,936	4,859,179	12,599,932
1972	27,735,595	10,435,001	4,865,803	12,434,790
1973	27,979,177	10,286,938	5,020,501	12,671,738
1974	28,854,835	10,225,236	5,356,525	13,273,074
1975	29,739,673	10,403,250	5,523,517	13,812,906
1976	26,925,751	7,144,181	5,612,812	14,168,758
1977	28,222,310	7,570,352	5,989,607	14,753,351
1978	28,793,794	7,483,206	5,935,720	15,374,868
1979	30,271,087	7,820,968	6,257,486	16,192,633
1980	33,216,841	9,200,076	6,740,138	17,276,627
1981	34,997,185	9,716,620	7,268,937	18,011,628
1982	35,260,692	9,631,396	7,408,751	18,220,545
1983	**43,483,411**	**11,641,593**	**9,610,818**	**22,231,000**

CAPITAL EXPENDITURES

Capital expenditures by Class I railroads in 1983 totaled $1.81 billion, 8.5 percent lower than 1982. The decline was attributable to a drop in equipment outlays, a result of heavy equipment surpluses; however, roadway and structure expenditures reached a record high of $1.36 billion.

(Amounts shown in thousands)

	Total	Equipment	Roadway and Structures
1953	$1,259,797	$ 857,893	$ 401,904
1954	820,246	498,726	321,520
1955	909,521	568,202	341,319
1956	1,227,857	821,357	406,500
1957	1,394,705	1,007,749	386,956
1958	783,036	479,680	258,356
1959	818,002	567,546	250,456
1960	919,154	633,490	285,664
1961	646,425	427,130	219,295
1962	832,938	593,369	239,569
1963	1,043,788	784,874	258,914
1964	1,417,263	1,139,683	277,580
1965	1,630,687	1,303,602	327,084
1966	1,952,805	1,554,223	398,581
1967	1,522,478	1,148,381	374,097
1968	1,186,979	818,720	368,259
1969	1,509,394	1,088,712	420,681
1970	1,351,439	993,095	358,344
1971	1,177,627	863,517	314,110
1972	1,215,581	847,623	367,958
1973	1,342,138	892,690	449,448
1974	1,565,412	1,038,142	527,270
1975	1,789,725	1,303,308	486,417
1976	1,724,708	1,174,783	549,925
1977	2,290,439	1,539,549	750,890
1978	2,738,238	1,882,961	855,277
1979	3,324,174	2,284,855	1,039,319
1980	3,621,256	2,346,008	1,275,248
1981	2,854,569	1,520,659	1,333,910
1982	1,975,147	713,021	1,262,126
1983	**1,806,936**	**451,054**	**1,355,882**

EMPLOYMENT, PAYROLL AND EARNINGS

The average number of employees on Class I railroads in 1983 declined by 14.0 percent from the previous year. However, average annual earnings per employee were up 10.4 percent and average hourly earnings increased 8.4 percent.

Excluding Amtrak and Auto-Train, employment declined 38 percent over the past decade while earnings per employee increased by 136 percent resulting in a 46 percent increase in annual payrolls.

	Number of Employees		Compensation[2]	Earnings Per Employee[2]	
	1	2	(thousands)	Per Year	Per Hour
1929		1,660,850	$2,896,566	$ 1,743	$ .67
1939		987,943	1,863,503	1,886	.75
1944		1,413,672	3,853,345	2,726	.96
1947		1,351,961	4,350,229	3,218	1.20
1951		1,276,000	5,336,198	4,182	1.79
1955		1,058,216	4,993,662	4,719	1.99
1965		639,961	4,793,066	7,490	3.06
1966		630,895	4,879,273	7,734	3.17
1967		610,191	4,933,663	8,085	3.36
1968		590,536	5,110,636	8,654	3.54
1969		578,277	5,362,754	9,274	3.79
1970*		566,282	5,711,280	10,086	4.14
1971*	544,497	544,333	5,999,968	11,023	4.60
1972	527,235	526,061	6,424,920	12,213	5.03
1973	524,422	520,153	7,088,383	13,627	5.54
1974	533,277	525,177	7,475,834	14,235	5.84
1975	494,348	487,789	7,474,750	15,324	6.39
1976	496,491	482,882	8,278,413	17,144	7.09
1977	501,389	482,731	8,939,411	18,518	7.66
1978*	491,254	471,519	9,700,565	20,573	8.43
1979	502,802	482,789	10,903,887	22,585	9.22
1980	480,410	458,994	11,318,453	24,659	10.21
1981	456,855	436,397	11,650,802	26,698	11.14
1982	397,007	378,906	11,021,403	29,087	12.26
1983	**341,507**	**322,030**	**10,345,294**	**32,125**	**13.29**

* Adjusted to include retroactive wage increases.

[1] Includes employees of Amtrak beginning in 1971; Auto-Train for years 1972-1977.
[2] Excludes Amtrak and Auto-Train.

EMPLOYMENT AND ANNUAL WAGES BY CLASSES—1983

Wages of train and engine service employees accounted for 35 cents of the average wage dollar paid in 1983 by Class I railroads, excluding Amtrak. Wages of maintenance workers took 34 cents, office and general personnel got 19 cents, off-train transportation employees received 6 cents, while salaries of executives, officials and staff assistants amounted to 6 cents of the payroll dollar.

Employee group	Average Number of Employees	Total Payroll (thousands)	Average Annual Earnings
Executive, officials and staff	14,511	$ 641,858	$44,233
Professional, clerical and general	68,486	1,954,999	28,546
Maintenance of way and structures	64,172	1,767,850	27,549
Maintenance of equipment and stores	58,461	1,690,638	28,919
Transportation, other than train, engine and yard	15,194	466,763	30,720
Yardmasters, switchtenders and hostlers	6,038	189,114	31,321
Train and engine service	95,168	3,634,072	38,186
Total	**322,030**	**10,345,294**	**32,125**

RAILROAD EMPLOYMENT BY STATES—1983

The listing of employees by state shown below includes all railroad employees covered under the Railroad Retirement Program. The total will not agree with other employment data presented elsewhere in this publication which include employees of Class I railroads only.

Alabama	6,077	Montana	5,118
Alaska	14	Nebraska	12,669
Arizona	3,029	Nevada	1,349
Arkansas	5,304	New Hampshire	94
California	24,164	New Jersey	8,041
Colorado	6,358	New Mexico	2,805
Connecticut	2,584	New York	19,251
Delaware	1,483	North Carolina	4,945
Dist. of Col.	540	North Dakota	2,270
Florida	8,482	Ohio	21,393
Georgia	10,930	Oklahoma	2,786
Hawaii	5	Oregon	5,042
Idaho	2,894	Pennsylvania	27,283
Illinois	33,272	Rhode Island	339
Indiana	12,124	South Carolina	3,414
Iowa	7,969	South Dakota	1,119
Kansas	11,670	Tennessee	7,902
Kentucky	11,145	Texas	24,839
Louisiana	5,992	Utah	3,828
Maine	1,988	Vermont	382
Maryland	7,624	Virginia	12,368
Massachusetts	1,805	Washington	7,519
Michigan	11,333	West Virginia	7,245
Minnesota	10,376	Wisconsin	7,002
Mississippi	3,660	Wyoming	3,565
Missouri	13,177	**Total**	**396,567**

Source: Railroad Retirement Board.

RAILROAD COST RECOVERY INDEX

The Series RCR, Railroad Cost Recovery Index, is an expanded and updated version of the Series QMPW, Indexes of Railroad Material Prices and Wage Rates, formerly reported on this page.

The Railroad Cost Recovery Index includes the "other costs" as well as labor, fuel and materials. The "other costs" component includes equipment rents, purchased services, depreciation, taxes other than payroll and income, all other operating expenses, and interest.

Labor costs were up 10.3 percent in 1983, while total input prices increased by 4.3 percent over 1982.

(1977 = 100)

Year	Labor (Wages & Supplements)	Fuel	Materials & Supplies	Labor, Fuel & M/S Combined	Other Costs	Railroad Cost Recovery Index
1967	39.7	25.7	46.0	39.2	n.a.	n.a.
1968	42.2	26.6	47.2	41.4	n.a.	n.a.
1969	45.2	27.4	48.6	44.0	n.a.	n.a.
1970	49.9	28.4	50.4	48.2	n.a.	n.a.
1971	55.4	29.4	52.3	52.3	n.a.	n.a.
1972	61.0	30.1	54.7	57.0	n.a.	n.a.
1973	69.1	35.0	56.6	64.0	n.a.	n.a.
1974	75.2	69.8	65.4	73.1	n.a.	n.a.
1975	82.3	82.6	87.6	83.2	n.a.	n.a.
1976	92.2	89.9	93.6	92.2	n.a.	n.a.
1977	100.0	100.0	100.0	100.0	100.0	100.0
1978	109.8	104.4	106.2	108.6	108.8	108.5
1979	120.8	155.5	116.4	123.5	119.0	122.1
1980	132.5	233.1	134.2	143.3	132.6	140.1
1981	149.4	280.2	145.2	162.2	147.2	157.7
1982	167.0	267.1	146.3	173.6	155.7	168.3
1983 ...	**184.2**	**232.2**	**140.0**	**181.1**	**162.4**	**175.5**

n.a.—Not Available.

DIESEL FUEL CONSUMPTION AND COST

Class I railroads consumed 3.1 billion gallons of fuel in 1983, down 1.3 percent from the previous year.

In terms of fuel efficiency, the railroads in 1983 generated 266 revenue ton-miles for each gallon of fuel consumed, a 4.3 percent increase over 1982 (see page 40).

The average cost per gallon was 82.72 cents in 1983, down 13.3 percent from 1982.

(Gallons consumed shown in thousands)

	FUEL CONSUMED				Average Cost Per Gallon (cents)
	United States	Eastern District	Southern District	Western District	
1953	2,980,007	1,034,582	481,205	1,464,221	9.69
1957	3,535,849	1,260,582	549,518	1,725,749	10.25
1961	3,382,016	1,158,466	537,814	1,685,734	9.27
1964	3,630,332	1,207,586	595,363	1,827,383	8.84
1965	3,742,370	1,265,915	607,622	1,868,833	9.10
1968	3,922,492	1,290,356	650,144	1,981,991	9.94
1969	3,924,055	1,225,742	663,793	2,034,519	10.17
1970	3,807,663	1,130,924	674,017	2,002,724	10.73
1971	3,822,907	1,231,596	666,713	1,924,599	10.88
1972	3,996,985	1,197,874	688,271	2,110,840	10.97
1973	4,160,730	1,192,481	727,088	2,241,161	13.49
1974	4,175,375	1,187,551	775,771	2,212,053	26.59
1975	3,736,484	1,060,814	657,305	2,018,365	30.00
1976	3,895,542	1,071,391	690,561	2,133,591	32.38
1977	3,985,069	1,037,533	727,841	2,219,696	36.38
1978	3,968,007	976,233	722,816	2,268,958	37.90
1979	4,072,187	1,014,686	731,528	2,325,974	57.58
1980	3,943,574	875,932	717,360	2,350,281	83.00
1981	3,756,439	819,123	687,042	2,250,273	100.22
1982	3,178,116	712,212	579,272	1,886,631	95.43
1983	**3,137,733**	**639,943**	**570,387**	**1,927,402**	**82.72**

STATISTICS OF NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Item	1983	1982
PLANT AND EQUIPMENT:		
Net investment*	$2,829,164,000	$2,746,579,000
Passenger-train cars	1,880	1,929
Locomotive units	388	396
Average Miles of Road Operated	23,159	23,594
Capital Expenditures*	$215,150,000	$252,596,000
TRAFFIC:		
Passenger revenue*	450,333,000	406,782,000
Revenue passengers carried	18,939,290	18,177,534
Revenue passenger-miles (000)	4,227,454	3,992,912
Averages:		
Revenue per passenger	$23.78	$22.38
Revenue per passenger mile	10.653¢	10.188¢
Trip per passenger (miles)	223.21	219.66
OPERATIONS:		
Passenger-train miles	28,804,734	28,833,486
Passenger-train car-miles	223,509,000	217,385,000
FINANCIAL RESULTS*		
Operating revenues	$ 605,489,000	$ 514,383,000
Operating expenses	1,303,128,000	1,133,353,000
Net railway operating income	(827,401,000)	(731,115,000)
Ordinary income**	(797,142,000)	(787,281,000)
Net working capital	164,555,000	130,669,000

(Parentheses indicate deficit.)

* Not included with similar data for Class I railroads.

** Ordinary income in both years reflects the inclusion of Federal grants in other income.

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